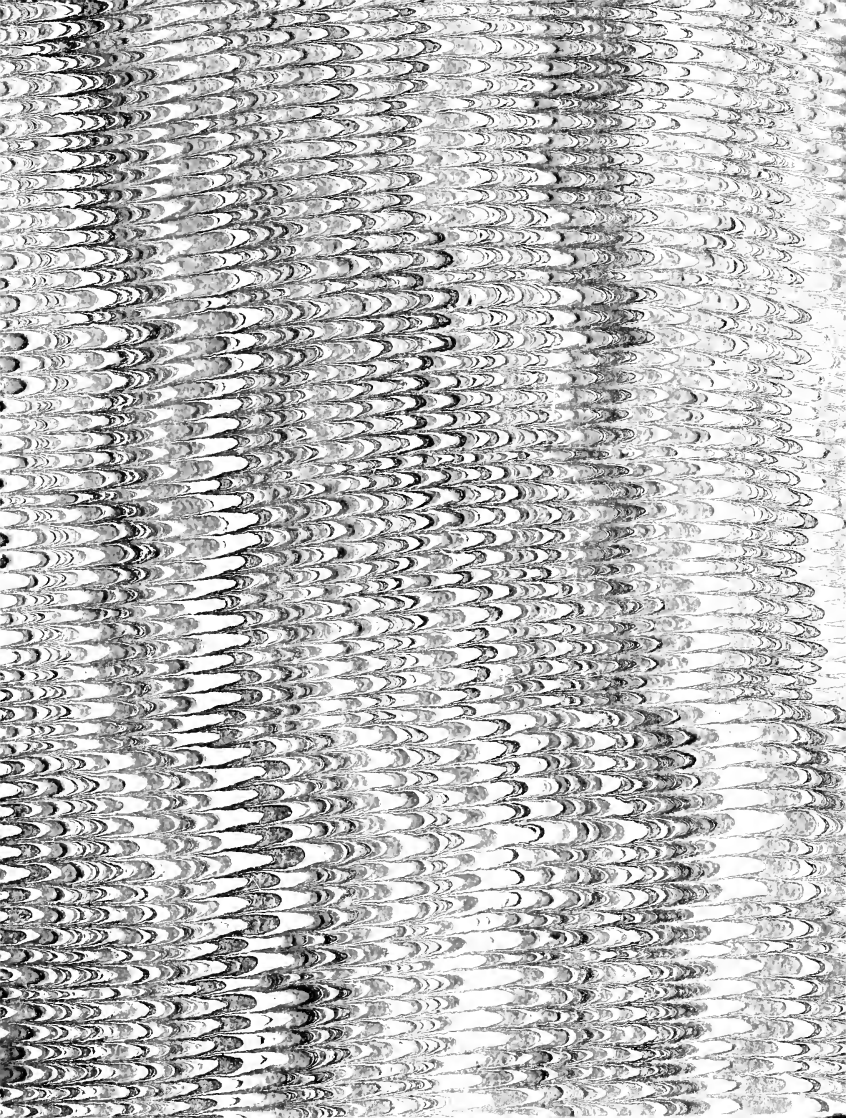




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ACROSS THE CONTINENT.

DISTURNELL'S
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OR,

Travellers' Pocket Companion,

GIVING THE

GREAT LINES OF TRAVEL ACROSS THE CONTINENT.

ALSO, CONTAINING A LIST OF ALL THE

RAILROADS IN THE UNITED STATES AND CANADA,

WITH OTHER USEFUL INFORMATION RELATING TO

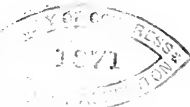
STEAMSHIP LINES, TELEGRAPH LINES, ETC.

PRICE, 50 CENTS.

PHILADELPHIA:
PUBLISHED BY W. B. ZIEBER,
106 SOUTH THIRD STREET,

And for Sale by the AMERICAN NEWS COMPANY, 121 Nassau Street, New York,
and Booksellers and News Agents.

1871.



TO THE PUBLIC.

THIS Work is prepared and presented to the Public, owing to the great importance of the **Line of Railroads** crossing the Continent from different points of our extended country. The completion of the **Union Pacific Railroad** and **Central Pacific Railroad**, in May, 1869, forming a Through Line of Travel from Ocean to Ocean, was a bright event that will be forever remembered by the American public. Since that period, the **Southern Pacific Railroad** and **Northern Pacific Railroad**, have both been commenced, the one to terminate at the Pacific Ocean in Southern California, and the other to extend from the head of Lake Superior to Puget Sound, in Washington Territory—thus affording an International communication from Ocean to Ocean, *via* the St. Lawrence River.

The Eastern Cities that are mostly interested at this time in these great works, and from whence connecting Railroads diverge, are Baltimore, Washington, Philadelphia, New York and Boston; while other cities in the Valley of the Mississippi and on the shores of the Great Lakes, will be alike benefitted.

The Baltimore and Ohio Railroad, Pennsylvania Central Railroad, Erie Railway of New York, the Boston and Albany, and New York Central Railroads, and the Grand Trunk Railway of Canada, and their connections, form the first great links in this Continental Line of Travel, extending from the Atlantic to CHICAGO, ST. LOUIS and OMAHA, and from thence, crossing the Rocky Mountains, to the Pacific Ocean. The recent completion of the **Kansas Pacific Railroad**, extending Westward to DENVER, Colorado, forms another great Through Route of Travel.

From the principal Seaports on both Oceans, **Lines of Steamers** run to Europe on the East, and Asia on the West, thus encircling the World as with a band of iron—carrying civilization and commerce to every part of the inhabitable globe. These modes of communication, in connection with **Ocean Lines of Telegraph**, form the most important era in the World's history, and will, no doubt, tend to civilize and benefit the whole human family.

TO THE MANAGERS OF RAILROAD AND STEAMSHIP LINES.

Your favorable attention is respectfully called to the above Work which contains much valuable information required by the Travelling Public, giving reliable **DISTANCE TABLES** on all the **TRUNK RAILWAYS** extending from the Atlantic to the Pacific Ocean, and a Complete List of **RAILROADS** in the **UNITED STATES** and **CANADA**, Etc.

TERMS.

The Work will appear early in March, 1871, and be Revised from time to time, as New Editions are called for. It contains about 150 pages, and will be neatly bound in muslin; Retail Price, 50 Cents, from which a liberal deduction will be made when ordered in large quantities, either for sale or distribution. No better Advertising medium for Railroad Companies, Steamship Companies, and Land Agencies can be desired,—*Price per Page, Twenty Dollars.*

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CONTENTS.

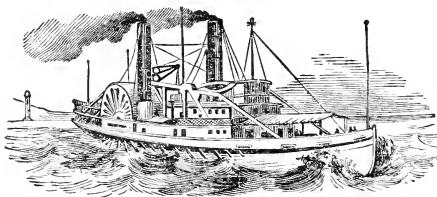
	PAGE.
TRUNK RAILWAYS.....	5-6
Distances from New York & Washington....	7-8
Distances to Foreign Ports.....	9
Distances from Chicago & St. Louis.....	10
Distances Around the World.....	11
Table of Altitudes and Distances Across the Continent.....	12
CONDENSED TABLES OF DISTANCES.	
Baltimore to St. Louis, S. Francisco, &c.	13
Baltimore to Chicago, Omaha, &c.....	14
Philadelphia to Chicago, S. Franc'o, &c.	14
Philadelphia to St. Louis, Denver, &c.	14
N. York to Pittsburgh, S. Francisco, &c.	15
N. York to Chicago, S. Francisco, &c...	15
New York to Buffalo, St. Louis, &c.....	16
Boston to Chicago, San Francisco, &c.	17
Boston to Chicago, Puget Sound, &c...	17
Northern Pacific Railroad Route.....	18
Lake Superior to Puget Sound.....	18
Portland to Montreal, Chicago, &c.....	18
Washington to Philadelphia, New York, Boston, Portland, &c.....	19-20
Washington and Baltimore to St. Louis, &c.....	21-22
St. Louis to Kansas City, Denver, &c.....	23-24
Denver to Cheyenne, Wyoming Territory,	24
Baltimore to St. Louis, Kansas City, &c.....	25-26
Baltimore to Pittsburgh, St. Louis, &c.....	27
Philadelphia to Indianapolis, St. Louis, &c.	28
Philadelphia to Chicago, Omaha, &c.....	29-30
Philadelphia to Columbus, St. Louis, &c.....	31-32
New York to Pittsburgh, Chicago, Omaha, &c.—Allentown Line.....	33-34
Philadelphia to Erie, Duluth & St. Paul, via Lakes Huron and Superior.....	35-36
New York to Buffalo, Niagara Falls, &c.....	37-38
New York to Toledo, Quincy, St. Louis, &c.....	39-40
New York to Williamsport and Erie, Pa...	41
New York to Detroit, Chicago, &c.....	42-43

	PAGE.
New York to Indianapolis and St. Louis...	44
St. Louis to Springfield, State Line and Fort Scott, Kan.....	45
St. Louis to Kansas City, Ottumwa and Omaha.....	46-47
Boston to Detroit, Milwaukee, &c.....	48-49
Boston to Detroit, Chicago and Omaha.....	50-51
Omaha to Cheyenne, Utah, S. Francisco, &c.....	52-53
Central Pacific Railroad.....	54
Boston to Buffalo, Toledo, Chicago, Omaha and San Francisco.....	55-56
Buffalo to Toledo and Chicago....	57
Cleveland to Columbus, Cincinnati, Indian- apolis and St. Louis.....	58-59
Toledo to Quincy, St. Louis and Keokuk...	60
Hannibal and Quincy to St. Joseph and Kansas City.....	61
Chicago to Alton and St. Louis.....	62
Chicago to Quincy and St. Joseph.....	63
Chicago to Burlington and Omaha.....	64
Chicago to Cairo and St. Louis.....	65
Cairo to Dubuque, &c., via Illinois Central Railroad.....	66
Chicago to Dubuque and Sioux City, Iowa.	67
Chicago to Madison and St. Paul.....	68
Milwaukee to Prairie du Chien, St. Paul, &c.	69
Cincinnati to Indianapolis and Chicago.....	70
Portland to Montreal, Quebec, Toronto and Detroit.....	71
Buffalo to Goderich, Can.....	72
St. Louis to Dubuque, St. Paul, &c., via Mississippi River.....	73-74
RAILROADS IN THE UNITED STATES AND CANADA—Finished and in Progress of Construction	
Tonnage of the United States.....	75-88
Variation of Time in Crossing the Conti- nent.....	89
	90

	PAGE.		PAGE.
Commencement of Railroads in the United States—Early History, &c.....	91-92	TRUNK RAILWAYS—Continued.	
Railroad Statistics—Length, Cost, &c.....	93	Burlington and Missouri River—	
RAILROAD SYSTEM OF THE UNITED STATES		Chicago and Northwestern—Chi-	
AND CANADA—GREAT TRUNK RAILWAYS	94	cago, Rock Island and Pacific.....	97
Baltimore and Ohio—Pennsylvania		Pacific—North Missouri.....	98
Central—Erie Railway.....	94	Atlantic and Pacific—Kansas Paci-	
Hudson River—New York Central—		fic, &c.....	99
Boston and Albany.....	95	Union Pacific—Denver & Rio Grande	100
New York and Oswego Midland.....	95	St. Paul and Sioux City.....	101
Chesapeake and Ohio.....	95	Lake Superior and Mississippi.....	102-104
Grand Trunk of Canada.....	95	St. Paul and Pacific—Northern Pa-	
Trunk Railways—Union Pacific, &c.	96	cific—Table of Distances, &c.....	105-106
Toledo, Wabash and Western—Chi-		Southern Pacific, &c.....	107-108
cago, Burlington and Quincy.....	96	Railroad Companies in New York.....	109
		Telegraph Companies in New York.....	110

ADVERTISEMENTS.

	PAGE.		PAGE.
Pennsylvania Central Railroad.....	111-115	Cleveland, Columbus, Cincinnati and In-	129
Philadelphia and Erie Railroad.....	116-118	dianapolis Railroad.....	129
New York and Philadelphia Railroad.....	119	Burlington and Missouri River Railroad.	130
Northern Central—Baltimore to Wil-		North Missouri Railroad.....	131-132
liamsport, Elmira, &c.....	120	Pacific Railroad of Missouri.....	133
Allentown Line—New York to Pitts-		Kansas Pacific Railway.....	134-135
burgh, &c.....	34	Atlantic and Pacific Railroad—Land De-	
Erie Railway—New York to Buffalo, &c.	38	partment.....	136-137
Illinois Central Railroad.....	121-122	Union Pacific and Central Pacific Rail-	
Chicago, Burlington and Quincy R. R.....	123-124	roads.....	138-140
Chicago, Rock Island & Pacific R. R.....	125-126	Northern Pacific Railroad—Land Dep't.	141-144
Chicago, Alton and St. Louis Railroad...	127	GRAND PLEASURE EXCURSION—1871.....	145-146
Chicago and Northwestern Railroad.....	128	HOTELS—Life Insurance Company.....	147-152



TRUNK RAILWAYS,

Forming Through Lines of Travel from the Atlantic to the Pacific
Ocean, via the Southern Pacific*, Kansas Pacific, Union
Pacific, or Northern Pacific Railroad*.

RAILWAYS.	FROM	TO	MILES
ATLANTIC AND PACIFIC.....	St. Louis, Mo.....	State Line.....	330
Laclede and Fort Scott.....	Lebanon, Mo.....	Fort Scott, Kan.....	110
Van Buren Branch*.....	Pierce City, Mo.....	Van Buren, Ark.....	125
BALTIMORE AND OHIO.....	Baltimore.....	Wheeling, W. Va.....	379
Parkersburg Division.....	Grafton, W. Va.....	Parkersburg, ".....	104
Central Ohio Division.....	Bellaire, Ohio.....	Columbus, O.....	137
Lake Erie Division.....	Newark, Ohio.....	Sandusky, O.....	116
Boston and Albany.....	Boston.....	Albany.....	200
Boston and Maine.....	Boston.....	Portland, Me.....	111
BURLINGTON AND MISSOURI RIVER.....	Burlington, Iowa.....	Omaha, Neb.....	296
Nebraska Division*.....	Plattsmouth, Neb.....	Lincoln, Neb.....	55
CENTRAL PACIFIC.....	Ogden, Utah.....	Sacramento.....	743
Central Branch Union Pacific*.....	Atchison, Kan.....	Waterville.....	100
Central New Jersey, (Allentown Route).....	New York.....	Harrisburg, Pa.....	182
Chicago, Alton and St. Louis.....	Chicago.....	St. Louis.....	280
CHICAGO, BURLINGTON AND QUINCY.....	Chicago.....	Quincy, Ill.....	263
Burlington Branch.....	Galesburg, Ill.....	Burlington, Iowa.....	43
Galesburg and Peoria.....	Peoria, Ill.....	Galesburg, Ill.....	53
CHICAGO AND NORTHWESTERN.....	Chicago.....	Clinton, Iowa.....	138
Iowa Division.....	Clinton, Iowa.....	Omaha, Neb.....	354
Galena Division.....	Chicago.....	Freeport, Ill.....	121
Milwaukee Division.....	Chicago.....	Milwaukee.....	85
CHICAGO, ROCK ISLAND AND PACIFIC.....	Chicago.....	Rock Island.....	182
Iowa Division.....	Davenport, opp. R. I.....	Omaha, Neb.....	313
Cincinnati, Ham. & Dayton and Dayton & Mich.....	Cincinnati.....	Detroit.....	267
Cincinnati, Richmond and Chicago.....	Hamilton, O.....	Chicago.....	294
Cleveland, Columbus, Cincinnati & Indianapolis.....	Cleveland.....	Columbus.....	138
" " " ".....	Crestline, O.....	Indianapolis.....	207
Cleveland and Pittsburgh.....	Pittsburgh.....	Cleveland.....	150
Des Moines Valley.....	Keokuk, Iowa.....	Sioux City Junct.....	244
Denver Pacific.....	Denver, Col.....	Cheyenne, Wy. Tr.....	106
Detroit and Milwaukee.....	Detroit, Mich.....	Grand Haven.....	189
ERIE—Main Line.....	New York.....	Dunkirk, N. Y.....	460
Rochester Division.....	Corning, N. Y.....	Rochester.....	94
Buffalo Division.....	Hornellsville.....	Buffalo.....	91
Atlantic and Great West. Division.....	Salamanca, N. Y.....	Cincinnati.....	448
GRAND TRUNK—Main Line.....	Portland, Me.....	Montreal, Canada.....	297
Quebec Division.....	Richmond, Can.....	Quebec, Canada.....	97
Montreal to Toronto.....	Montreal, Can.....	Toronto, Canada.....	333
Toronto to Sarnia.....	Toronto, Can.....	Point Edward.....	163
Point Edward to Detroit.....	Point Edward.....	Detroit.....	73
GREAT WESTERN OF CANADA.....	Suspension Bridge.....	Detroit.....	230
Toronto Branch.....	Hamilton, Canada.....	Toronto.....	39
HANNIBAL AND ST. JOSEPH.....	Hannibal, Mo.....	St. Joseph.....	206
Quincy Branch.....	Quincy, Ill.....	Palmyra, Mo.....	15
Kansas City and Cameron Branch.....	Cameron, Mo.....	Kansas City.....	55
HUDSON RIVER.....	New York.....	Albany.....	145

* Unfinished.

RAILWAYS.	FROM	TO	MILES
ILLINOIS CENTRAL—Chicago Division.....	Chicago.....	Cairo, Ill.....	365
Northern Division.....	Dubuque.....	Centralia, Ill.....	345
Iowa Division.....	Dubuque, Iowa.....	Sioux City.....	326
Cedar Falls and Minnesota Division.....	Waterloo.....	Mona, Iowa.....	75
Indianapolis, Bloomington and Western.....	Indianapolis.....	Peoria, Ill.....	212
Indianapolis, Cincinnati and La Fayette.....	Cincinnati.....	La Fayette.....	179
Indianapolis and St. Louis.....	Indianapolis <i>via</i> Alton.....	St. Louis.....	261
Kansas City, St. Joseph and Council Bluffs.....	Kansas City, Mo.....	Council Bluffs.....	200
KANSAS PACIFIC.....	Kansas City, Mo.....	Denver, Col.....	638
Leavenworth Branch.....	Lawrence.....	Leavenworth.....	34
LAKE SHORE AND MICHIGAN SOUTHERN.....	Buffalo, N. Y.....	Cleveland, O.....	183
Toledo Division.....	Cleveland.....	Toledo.....	113
Michigan Southern Division.....	Toledo, O.....	Chicago.....	244
Lake Superior and Mississippi.....	Duluth, Minn.....	St. Paul.....	155
Little Miami.....	Columbus, Ohio.....	Cincinnati.....	120
Marietta and Cincinnati.....	Parkersburg, W. Va.....	Cincinnati.....	205
Michigan Central.....	Detroit, Mich.....	Chicago.....	284
MILWAUKEE AND ST. PAUL.....	Milwaukee, Wis.....	Prarie du Chien.....	194
Iowa and Minnesota Division.....	McGregor, Iowa.....	St. Paul.....	212
La Crosse Division.....	Milwaukee.....	La Crosse.....	195
NEW YORK CENTRAL.....	Albany.....	Buffalo.....	297
“ “ “.....	Rochester.....	Niagara Falls.....	77
New York, New Haven, Hartford & Springfield.....	New York.....	Springfield, Mass.....	136
New York and Philadelphia Line.....	New York.....	Philadelphia.....	90
NORTH MISSOURI.....	St. Louis.....	Kansas City, Mo.....	272
North Branch.....	Moberly, Mo.....	Ottumwa, Iowa.....	150
St. Louis, C. B. and Omaha*.....	Brunswick, Mo.....	Omaha, Neb.....	188
St. Joseph Division.....	R. & L. Junction.....	St. Joseph, Mo.....	72
Northern Central.....	Baltimore.....	Sunbury, Pa.....	138
NORTHERN PACIFIC*.....	Duluth, Minn.....	St. Louis.....	340
OHIO AND MISSISSIPPI.....	Cincinnati.....	St. Louis.....	330
PACIFIC (of Missouri).....	St. Louis, <i>via</i> Ks. City.....	Atchison, Kan.....	354
PENNSYLVANIA CENTRAL.....	Philadelphia.....	Pittsburgh.....	288
Philadelphia and Erie.....	Sunbury, Pa.....	Erie, Pa.....	98
Philadelphia, Wilmington and Baltimore.....	Philadelphia.....	Baltimore.....	468
Pittsburgh, Fort Wayne and Chicago.....	Pittsburgh.....	Chicago.....	193
Pittsburgh, Cincinnati and St. Louis.....	Pittsburgh.....	Columbus, O.....	238
St. Louis, Vandalia, T. H. and Indianapolis.....	Indianapolis.....	St. Louis.....	105
ST. PAUL AND PACIFIC*.....	St. Paul, Minn.....	Willmar, Minn.....	68
Branch Line.....	St. Anthony, Minn.....	Sauk Rapids.....	100
St. Paul and Sioux City*.....	St. Paul, Minn.....	Madelia, Minn.....	(See Atlan. & Pacific)
Southern Pacific*.....	(See Atlan. & Pacific)	El Paso.....	227
SOUTHERN TRANS-CONTINENTAL*.....	Texana, Texas.....	Warsaw, Ill.....	476
Toledo, Peoria and Warsaw.....	Logansport, Ind.....	Quincy, Ill.....	104
TOLEDO WABASH AND WESTERN.....	Toledo, Ohio.....	St. Louis.....	48
St. Louis Division.....	Decatur, Ill.....	Hannibal, Mo.....	70
Hannibal Branch.....	Bluffs Station.....	Keokuk, Iowa.....	42
Moberly Branch.....	Hannibal.....	Moberly, Mo.....	1032
Keokuk Branch.....	Clayton, Ill.....	Salt Lake City.....	40
UNION PACIFIC.....	Omaha, Neb.....	San Francisco.....	138
Utah Central.....	Ogden, Utah.....		
WESTERN PACIFIC.....	Sacramento, Cal.....		

* Unfinished.

DISTANCES FROM NEW YORK AND WASHINGTON

TO THE

PRINCIPAL CITIES IN THE UNITED STATES.

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM W.		FROM N. Y.	FROM W.
ALBANY, N. Y.....	145	375	CONCORD, N. H.....	279	509
Alexandria, Va.....	238	8	Covington, Ky.....	745	614
Alleghany City, Pa.....	433	376	Cumberland, Md.....	366	200
Alton, Ill.....	1,060	974	Davenport, Iowa.....	1,084	1,028
ANNAPOLIS, Md.....	228	42	Dayton, Ohio.....	760	606
Ann Arbor, Mich.....	716	732	DENVER, Col.....	1,942	1,842
Appalachicola, Flor.....	1,370	1,140	DES MOINES, Iowa.....	1,259	1,203
ATLANTA, Geo.....	955	725	Detroit, Mich.....	678	695
Atchison, Kan.....	1,360	1,284	Dover, N. H.....	306	536
Auburn, N. Y.....	328	416	DOVER, Del.....	156	158
AUGUSTA, Me.....	404	634	Dubuque, Iowa.....	1,088	1,034
Augusta, Geo.....	904	674	Duluth, Minn.....	1,505	1,457
AUSTIN, Texas.....	2,043	1,813	Easton, Pa.....	75	210
Baltimore, Md.....	188	40	Elizabeth, N. J.....	15	216
Bangor, Me.....	477	707	Elmira, N. Y.....	272	298
Bath, Me.....	376	606	Erie, Pa.....	486	469
Baton Rouge, La.....	1,620	1,390	Evansville, Ind.....	1,020	857
Binghamton, N. Y.....	215	357	Fall River, Mass.....	180	410
BOISE CITY, Idaho.....	2,884	2,824	Fond du Lac, Wis.....	1,082	1,022
BOSTON, Mass.....	234	466	Fort Wayne, Ind.....	763	694
Bridgeport, Conn.....	59	287	FRANKFORT, Ky.....	900	742
Bristol, R. I.....	215	439	Frederick, Md.....	252	83
Brooklyn, N. Y.....	1	232	Freeport, Ill.....	1,030	965
Buffalo, N. Y.....	442	447	Galena, Ill.....	1,082	1,016
Burlington, Vt.....	305	535	Galveston, Texas.....	1,817	1,587
Burlington, Iowa.....	1,122	1,053	Georgetown, D. C.....	232	2
Cairo, Ill.....	1,150	1,009	Grand Rapids, Mich.....	836	853
Cambridge, Mass.....	236	468	Green Bay, Wis.....	1,200	1,088
Camden, N. J.....	87	141	Hamilton, Ohio.....	730	641
CARSON CITY, Nev.....	2,850	3,004	HARRISBURG, Pa.....	182	126
Charleston, S. C.....	822	592	HARTFORD, Conn.....	112	345
Charlestown, Mass.....	236	468	Hudson, N. Y.....	118	348
Chattanooga, Tenn.....	980	750	INDIANAPOLIS, Ind.....	838	722
CHEYENNE, Wy. Ter.....	1,910	1,850	Iowa City, Iowa.....	1,200	1,082
Chicago, Ill.....	900	844	JACKSON, Miss.....	1,297	1,097
Cincinnati, Ohio.....	744	612	JEFFERSON CITY, Mo.....	1,179	1,079
Cleveland, Ohio.....	581	516			
COLUMBUS, Ohio.....	624	535			
COLUMBIA, S. C.....	753	523			

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM W.		FROM N. Y.	FROM W.
Jersey City, N. J.....	1	229	Peoria, Ill.....	1,072	938
Kansas City, Mo.....	1,372	1,226	PHILADELPHIA.....	90	140
Key West, Flor.....	1,587	1,357	Pittsburgh, Pa.....	432	375
Knoxville, Tenn.....	744	514	Portland, Me.....	344	570
La Crosse, Wis.....	1,200	1,128	Portland, Or.....	3,850	3,790
Lancaster, Pa.....	260	123	Portsmouth, N. H.....	294	524
LANSING, Mich.....	785	747	Poughkeepsie, N. Y.....	75	306
Lawrence, Kan.....	1,400	1,277	PROVIDENCE, R. I.....	193	423
Leavenworth, Kan.....	1,393	1,265	Quincy, Ill.....	1,170	1,076
Lexington, Ky.....	903	713	Racine, Wis.....	967	907
LINCOLN, Neb.....	1,472	1,417	RALEIGH, N. C.....	546	316
Little Rock, Ark.....	1,287	1,087	Reading, Pa.....	128	157
Louisville, Ky.....	947	747	RICHMOND, Va.....	361	131
Lynchburg, Va.....	404	174	Rochester, N. Y.....	372	396
Macon, Geo.....	1,121	891	Rock Island, Ill.....	1,083	1,027
MADISON, Wis.....	1,049	976	Rutland, Vt.....	239	469
Marietta, Ohio.....	580	418	Sacramento, Cal.....	3,176	3,173
Memphis, Tenn.....	1,135	937	Saginaw, Mich.....	850	797
Milwaukee, Wis.....	996	931	St. Anthony, Minn.....	1,360	1,297
Minneapolis, Minn.....	1,360	1,297	St. Joseph, Mo.....	1,385	1,260
Mobile, Ala.....	1,316	1,086	St. Louis, Mo.....	1,150	954
MONTGOMERY, Ala.....	1,130	900	St. Paul, Minn.....	1,350	1,287
MONTPELIER, Vt.....	306	536	Salem, Mass.....	250	484
NASHVILLE, Tenn.....	1,085	777	SALEM, Or.....	3,800	3,739
New Albany, Ind.....	903	751	Sandusky, Ohio.....	660	577
Newark, N. J.....	9	222	SALT LAKE CITY, Utah...2,464		2,511
New Brunswick, N. J.....	32	200	San Francisco, Cal.....	3,286	3,250
Newburgh, N. Y.....	60	290	Santa Fé, N. M.....	2,300	2,106
NEW HAVEN, Conn.....	76	308	Savannah, Geo.....	928	698
New London, Conn.....	126	358	Schenectady, N. Y.....	162	394
NEW ORLEANS, La.....	1,490	1,260	Selma, Ala.....	1,112	882
NEWPORT, R. I.....	162	402	Sitka, Alaska.....	4,810	4,750
NEW YORK.....	0	230	Springfield, Mass.....	138	371
Norfolk, Va.....	466	236	SPRINGFIELD, Ill.....	1,062	963
Ogden, Utah.....	2,424	2,471	Staunton, Va.....	388	158
OLYMPIA, Wy. Ter.....	3,300	3,400	Steubenville, Ohio.....	474	418
Omaha, Neb.....	1,392	1,337	Syracuse, N. Y.....	291	437
Oshkosh, Wis.....	1,100	1,039	Tallahassee, Flor.....	1,191	961
Ogdensburg, N. Y.....	394	622	Taunton, Mass.....	210	457
Oswego, N. Y.....	285	473	Terre Haute, Ind.....	900	795
Paterson, N. J.....	17	246	Toledo, Ohio.....	742	630
			TOPEKA, Kan.....	1,530	1,307

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM W.		FROM N. Y.	FROM W.
TRENTON, N. J.....	60	172	Wilmington, N. C.....	711	381
Troy, N. Y.....	150	382	Winona, Minn.....	1,240	1,162
TUCSON, Ariz.....	2,889	2,659	Worcester, Mass.....	192	426
Utica, N. Y.....	249	472	Xenia, Ohio.....	660	490
Vicksburg, Miss.....	1,542	1,312	YANCTON, Dak.....	1,500	1,404
VIRGINIA CITY, Mont.....	2,937	2,837	York, Pa.....	250	98
WASHINGTON, D. C.....	230	0	Ypsilanti, Mich.....	708	724
Wheeling, W. Va.....	522	402	Zanesville, Ohio.....	600	476
Wilmington, Del.....	116	110			

DISTANCES TO FOREIGN PORTS

FROM

NEW YORK AND NEW ORLEANS, BY WATER.

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM N. O.		FROM N. Y.	FROM N. O.
Amsterdam	3,500	4,710	Lisbon.....	3,175	4,500
Aspinwall.....	2,320	1,300	London.....	3,350	5,100
Barbadoes.....	1,900	1,200	Liverpool.....	3,200	4,950
Batavia.....	13,000	12,000	Madras.....	11,850	11,250
Bermudas.....	660	1,600	Malta.....	4,325	5,720
Bordeaux.....	3,300	4,600	Manilla.....	13,675	13,000
Bombay.....	11,575	10,800	Monrovia.....	3,825	4,900
Buenos Ayres.....	7,100	6,380	Naples.....	4,330	5,725
Calcutta.....	12,500	12,000	Panama.....	2,350	1,300
Canton.....	14,000	13,000	Pekin.....	15,000	14,000
Cape Horn.....	8,120	7,300	Pernambuco.....	4,760	3,900
Cape of Good Hope.....	6,830	6,200	Rio de Janeiro.....	3,850	5,100
Constantinople.....	5,140	6,400	San Francisco <i>via</i> Pana.....	5,860	4,850
Copenhagen.....	3,640	5,800	Sandwich Islands.....	15,000	14,000
Dublin.....	3,225	5,000	St. Petersburg.....	4,420	6,250
Gibraltar.....	3,300	4,700	Singapore.....	12,700	11,800
Halifax.....	612	2,500	Smyrna.....	5,000	6,310
Hamburg.....	3,775	5,500	Stockholm.....	4,000	6,000
Havana.....	1,420	610	Trieste.....	5,130	6,500
Havre.....	3,150	5,400	Valparaiso.....	9,750	9,000
Kingston.....	1,640	1,000	Vera Cruz.....	2,250	830
Lima.....	11,310	10,750	Yokohama.....	13,000	12,000


DISTANCES FROM CHICAGO AND ST. LOUIS,

BY THE MOST DIRECT ROUTES.

CITIES.	MILES.		CITIES.	MILES.	
	FROM C.	FROM ST. L.		FROM C.	FROM ST. L.
ALBANY, N. Y.....	818	1,026	MADISON, Wis.....	138	418
Alton, Ill.....	257	23	Marquette, Mich.....	437	717
Baltimore, Md.....	802	928	Memphis, Tenn.....	600	400
Bloomington, Ill.....	126	154	Milwaukee, Wis.....	85	365
BOSTON, Mass.....	1,018	1,226	Montgomery, Ala.....	941	895
Buffalo, N. Y.....	540	728	Montreal, Can.....	843	1,056
Burlington, Iowa.....	208	200	Nashville, Tenn.....	485	455
Cairo, Ill.....	365	200	New Orleans.....	1,365	1,200
Cheyenne, Wy. Ter.....	1,008	1,016	NEW YORK.....	898	1,088
CHICAGO.....	0	280	Niagara Falls, N. Y.....	515	750
Cincinnati, O.....	294	340	Norfolk, Va.....	950	975
Cleveland, O.....	357	545	Omaha, Neb.....	497	800
COLUMBUS, O.....	296	427	Ottumwa, Iowa.....	285	383
CONCORD, N. H.....	1,197	1,392	PHILADELPHIA.....	823	975
Davenport, Iowa.....	183	243	Pittsburgh.....	468	620
DENVER, Col.....	1,120	910	Portland, Me.....	1,123	1,331
DES MOINES, Iowa.....	357	325	Quincy, Ill.....	263	160
Detroit, Mich.....	284	497	RICHMOND, Va.....	982	1,004
Dubuque, Iowa.....	188	350	Rochester, N. Y.....	590	797
Duluth, Minn.....	600	880	Rock Island, Ill.....	182	242
Eflingham, Ill.....	199	99	SACRAMENTO, Cal.....	2,272	2,260
Erie, Pa.....	452	640	St. Joseph, Mo.....	473	305
Evansville, Ind.....	388	125	ST. LOUIS.....	280	0
Freeport, Ill.....	121	314	St. Paul.....	448	728
Fort Wayne.....	148	338	Salt Lake City.....	1,580	1,570
Galesburg, Ill.....	164	160	SAN FRANCISCO.....	2,410	2,400
Hannibal, Mo.....	283	140	Savannah, Geo.....	1,260	1,240
HARRISBURG, Pa.....	717	868	SPRINGFIELD, Ill.....	185	95
INDIANAPOLIS.....	193	238	Terre Haute, Ind.....	183	166
JACKSON, Miss.....	869	698	Toledo, O.....	244	432
Jefferson City, Mo.....	405	125	TOPEKA, Kan.....	590	340
Kansas City, Mo.....	522	272	Toronto, Can.....	510	723
Keokuk, Iowa.....	270	160	Urbana, O.....	292	379
Lawrence, Kan.....	560	310	Vicksburg, Miss.....	1,000	800
Leavenworth, Kan.....	514	309	WASHINGTON, D. C.....	842	950
LITTLE ROCK, Ark.....	710	590	Wheeling, W. Va.....	435	564
Louisville, Ky.....	296	276	Zanesville, Ohio.....	380	486

AROUND THE WORLD

	STATUTE MILES.	TIME.
NEW YORK to CHICAGO, Illinois.....	<i>Railroad.</i> 900	1½ Days.
CHICAGO to SAN FRANCISCO, California.....	<i>Railroad.</i> 2,410	5½ “
SAN FRANCISCO to YOKOHAMA, Japan.....	<i>Steamship.</i> 4,816	21 “
YOKOHAMA to HONG KONG, China.....	<i>Steamship.</i> 1,670	6 “
HONG KONG to CALCUTTA, India.....	<i>Steamship.</i> 3,500	14 “
CALCUTTA to BOMBAY.....	<i>Railroad.</i> 1,229	2 “
BOMBAY to CAIRO, Egypt.....	<i>Steamship.</i> 3,800	14 “
CAIRO to MARSEILLES, France.....	<i>Steamship.</i> 1,700	4 “
MARSEILLES to HAVRE, France.....	<i>Railroad.</i> 575	1½ “
HAVRE to NEW YORK.....	<i>Steamship.</i> 3,150	10 “
Total	23,750	79 Days.

 Making 5,114 Miles by Railroad, and 18,636 Miles by Steamship.

DISTANCE AROUND THE WORLD IN GEOGRAPHICAL MILES, COMMENCING AT THE MERIDIAN OF GREENWICH, ENGLAND.

	DEGREES.	GEO. MILES.
WEST COAST OF AFRICA, crossing Atlantic Ocean...To	50 West.	3,000
MOUTH OF THE AMAZON RIVER to the Pac. Coast... “	80 “	1,800 4,800
GALAPAGOS ISLANDS, Pacific O., (under the Equator) “	90 “	600 5,400
GALAPAGOS ISLANDS, to CHRISTMAS ISLAND, P. O. “	160 “	4,200 9,600
CHRISTMAS ISLAND to KINGSMILL GROUP, P. O..... “	180 “	1,200 10,800
KINGSMILL GROUP to PAPUA or NEW GUINEA, P. O. “	140 East.	2,400 13,200
NEW GUINEA to the MOLUCCAS ISLANDS, Pacific O. “	130 “	600 13,800
MOLUCCAS to the CELEBES, Pacific Ocean..... “	120 “	600 14,400
CELEBES to BORNEO..... “	118 “	120 14,520
ISLAND OF BORNEO..... “	108 “	600 15,120
BORNEO to SUMATRA, (West Coast) “	100 “	480 15,600
SUMATRA to the EAST COAST OF AFRICA, Indian O. “	40 “	3,600 19,200
EAST COAST OF AFRICA to Meridian of Greenwich.. “	0 “	2,400 21,600

NOTE.—The *Land* passed in going around the World, under the Equator, being about 5,600 Geographical Miles, and the *Water* 16,000 Miles; making a total of about 24,000 English Statute Miles.

TABLE OF ALTITUDES AND DISTANCES

ACROSS THE CONTINENT.

CITIES, &C.	ALT. FT.	MILES.	CITIES, &C.	ALT. FT.	MILES.
NEW YORK	0	0	Rock Creek.....	6,690	2,017
HARRISBURG, Pa.....	320	183	Medicine Bow.....	6,550	2,039
Altoona, ".....	1,168	316	St. Mary's.....	6,751	2,074
Gallitzin, Alleghany Mts.....	2,180	327	Rawlins.....	6,732	2,103
Cresson.....	1,996	330	Bitter Creek.....	6,685	2,179
Johnstown.....	1,184	354	Point of Rocks.....	6,490	2,203
PITTSBURGH, Pa.....	700	432	Rock Springs.....	6,280	2,229
Alliance, Ohio.....	516	516	Green River.....	6,140	2,239
Crestline, ".....	621	621	Bryan.....	6,340	2,252
Fort Wayne, Ind.....	752	752	Church Buttes.....	6,317	2,281
Chicago , Ill.....	590	900	Fort Bridger.....	6,780	2,309
Rock Island ".....	550	1,083	Piedmont.....	6,540	2,324
<i>(Mississippi River.)</i>			Wahsatch, Utah.....	6,879	2,362
DAVENPORT, Iowa.....	550	1,084	Castle Rock.....	6,290	2,371
Iowa City, ".....		1,138	Weber Canon.....	5,130	2,401
Des Moines	780	1,257	Devil's Gate.....	4,870	2,413
COUNCIL BLUFFS.....	966	1,390	Ogden . (R. R. Junc.),	4,340	2,426
<i>(Missouri River.)</i>			Corinne.....	4,294	2,451
Omaha , Neb.....	966	1,394	Promontory.....	4,943	2,487
Elkhorn.....	1,150	1,423	Kelton.....	4,500	2,518
Fremont.....	1,176	1,441	Toano, Nev.....	5,964	2,609
North Bend.....	1,260	1,456	Tulasco.....	5,418	2,653
COLUMBUS.....	1,432	1,486	Elko.....	5,030	2,701
Lone Tree.....	1,686	1,526	Carlin.....	4,930	2,724
Grand Island.....	1,850	1,548	Battle Mountain.....	4,534	2,790
Kearny.....	2,106	1,585	WINNEMUCCA.....	4,355	2,844
Willow Island.....	2,511	1,644	Humboldt.....	4,262	2,885
North Platte.....	2,790	1,685	Wadsworth.....	4,104	2,980
Roscoe.....	3,105	1,726	Reno.....	4,525	3,014
Lutesburg, Col.....	3,500	1,771	TRUCKEE, Cal.....	5,866	3,048
Lodge Pole.....	3,800	1,791	Summit Sierras.....	7,042	3,063
Sidney.....	4,073	1,808	Cisco.....	5,911	3,076
Antelope.....	4,712	1,845	Alta.....	3,625	3,100
Pine Bluffs, Wy. Ter.....	5,026	1,867	Colfax.....	3,448	3,114
Cheyenne , ".....	6,041	1,911	Auburn.....	1,385	3,133
Sherman, (Summit).....	8,242	1,944	Junction, Cal. & Or. R. R.	189	3,150
Red Buttes.....	7,336	1,959	Sacramento	56	3,168
LARAMIE.....	7,123	1,967	STOCKTON.....	46	3,216
			San Francisco	0	3,308

ACROSS THE CONTINENT.

CONDENSED TABLES.

No 1.

FROM.	TO.	RAILROADS.	MILES.
Baltimore	to Parkersburg,	W. Vir., via Balt. & Ohio Railroad.	383
PARKERSBURG	to CINCINNATI, O.,	via Marietta & Cincinnati Railroad....	205
CINCINNATI	to ST. LOUIS, Mo.,	via Ohio & Mississippi Railroad.....	340
ST. LOUIS	to KANSAS CITY, Mo.,	via Pacific Railroad of Missouri.....	283
KANSAS CITY	or STATE LINE to DENVER, Col.,	via Kansas Pacific R. R.	638
DENVER	to CHEYENNE, Wyoming Ter.,	via Denver & Pacific Railroad...	106
CHEYENNE	to OGDEN, Utah,	via Union Pacific Railroad.....	516
OGDEN	to SAN FRANCISCO,	via Central Pacific Railroad.....	881

Total Miles..... **3,352**

WASHINGTON to SAN FRANCISCO, *via same Route*..... **3,374 Miles.**

No 2.

FROM.	TO.	RAILROADS.	MILES.
Baltimore	to Bellaire,	O., via Baltimore & Ohio Railroad.....	375
BELLAIRE	to COLUMBUS,	via Central Ohio Division	137
COLUMBUS	to INDIANAPOLIS,	via Columbus & Indiana Central R. R.....	182
INDIANAPOLIS	to ST. LOUIS,	via St. Louis, Van., T. H. & Ind. Railroad...	239
ST. LOUIS	to KANSAS CITY,	via North Missouri Railroad.....	272
KANSAS CITY	or STATE LINE to DENVER,	via Kansas Pacific Railroad...	638
DENVER	to CHEYENNE,	via Denver & Pacific Railroad.....	106
CHEYENNE	to SAN FRANCISCO,	via Union Pacific & Central Railroad....	1,397

Total Miles..... **3,346**

No. 3.

FROM.	TO.	RAILROADS.	MILES.
Baltimore	to Harrisburg,	Pa., via., Northern Central R. R.....	85
HARRISBURG	to PITTSBURGH,	via Pennsylvania Central Railroad.....	249
PITTSBURGH	to INDIANAPOLIS,	via Crestline, Ohio.....	396
INDIANAPOLIS	to ST. LOUIS,	via Indianapolis & St. Louis Railroad.....	262
ST. LOUIS	to KANSAS CITY,	via North Missouri Railroad.....	272
KANSAS CITY	to DENVER,	via Kansas Pacific Railroad.....	638
DENVER	to CHEYENNE, Wyoming Ter.,	via Denver & Pacific Railroad....	106
CHEYENNE	to SAN FRANCISCO,	via Union & Central Pacific Railroads...	1,397

Total Miles..... **3,405**

No. 4.

FROM.	TO.	RAILROADS.	MILES.
Baltimore	to Pittsburgh,	<i>via</i> Northern & Penn. Central R. R.	334
PITTSBURGH	to CHICAGO,	<i>via</i> Pittsburgh, F. W. & Chicago Railroad.....	468
CHICAGO	to OMAHA,	<i>via</i> Chicago, Rock Island & Pacific Railroad.....	494
OMAHA	to OGDEN, Utah,	<i>via</i> Union Pacific Railroad.....	1,032
OGDEN	to SACRAMENTO,	<i>via</i> Central Pacific Railroad.....	743
SACRAMENTO	to SAN FRANCISCO,	<i>via</i> Western Pacific Railroad.....	138

Total Miles..... **3,209**

WASHINGTON to SAN FRANCISCO, *via* same Route..... **3,249** Miles.

No 5.

FROM.	TO.	RAILROADS.	MILES.
Philadelphia	to Pittsburgh,	<i>via</i> Penn. Central Railroad.....	354
PITTSBURGH	to CHICAGO, Ill.,	<i>via</i> Pittsburgh, F. W. & Chicago R. R.....	468
CHICAGO	to DAVENPORT, Iowa,	<i>via</i> Chicago, R. I. & Pacific Railroad....	183
DAVENPORT	to OMAHA, Neb.,	<i>via</i> " " " ".....	311
OMAHA	to OGDEN, Utah,	<i>via</i> Union Pacific Railroad.....	1,032
OGDEN	to SAN FRANCISCO,	<i>via</i> Central Pacific Railroad.....	881

Total Miles..... **3,229**

NEW YORK to SAN FRANCISCO, *via* same Route..... **3,317** Miles.

No. 6.

FROM.	TO.	RAILROADS.	MILES.
Philadelphia	to Pittsburgh,	<i>via</i> Penn. Central Railroad.....	354
PITTSBURGH	to INDIANAPOLIS,	<i>via</i> Columbus, Ohio.....	381
INDIANAPOLIS	to ST. LOUIS,	<i>via</i> Indianapolis & St. Louis Railroad.....	262
ST. LOUIS	to KANSAS CITY,	<i>via</i> North Missouri Railroad.....	272
KANSAS CITY	to DENVER, Col.,	<i>via</i> Kansas Pacific Railroad.....	638
DENVER	to CHEYENNE, Wyoming Ter.,	<i>via</i> Denver & Pacific Railroad..	106
CHEYENNE	to OGDEN, Utah,	<i>via</i> Union Pacific Railroad.....	516
OGDEN	to SAN FRANCISCO,	<i>via</i> Central Pacific Railroad.....	881

Total Miles..... **3,410**

No. 7

FROM.	TO.	RAILROADS.	MILES.
Philadelphia	to Pittsburgh,	<i>via</i> Penn. Central Railroad.....	354
PITTSBURGH	to COLUMBUS, Ohio,	<i>via</i> Pan Handle Route.....	193
COLUMBUS	to INDIANAPOLIS,	" " " ".....	188
INDIANAPOLIS	to PEORIA, Ill.,	<i>via</i> Ind., Bloom. & Western Railroad.....	212
PEORIA	to BURLINGTON, Iowa,	<i>via</i> Chicago, Quincy & Bur. Railroad....	96
BURLINGTON	to OMAHA, Neb.,	<i>via</i> Burlington & M. River Railroad.....	293
OMAHA	to OGDEN, Utah,	<i>via</i> Union Pacific Railroad.....	1,032
OGDEN	to SAN FRANCISCO,	<i>via</i> Central Pacific Railroad.....	881

Total Miles..... **3,249**

No. 8.

FROM.	TO.	RAILROADS.	MILES.
New York	to Pittsburgh,	<i>via Allentown Route & Penn. R. R.</i>	432
PITTSBURGH	to CHICAGO,	<i>via Pittsburgh, F. W. & Chicago Railroad</i>	468
CHICAGO	to BURLINGTON,	<i>Iowa, via C. B. & Q. Railroad</i>	207
BURLINGTON	to OMAHA,	<i>Neb., via Bur. & Missouri River Railroad</i>	293
OMAHA	to OGDEN,	<i>Utah, via Union Pacific Railroad</i>	1,032
OGDEN	to SAN FRANCISCO,	<i>via Central Pacific Railroad</i>	881
Total Miles			3,313

No. 9.

FROM.	TO.	RAILROADS.	MILES.
New York	to Harrisburg,	<i>Pa., via Allentown Route</i>	182
HARRISBURG	to PITTSBURGH,	<i>via Pennsylvania Central Railroad</i>	249
PITTSBURGH	to CHICAGO,	<i>via Fort Wayne Route</i>	468
CHICAGO	to DAVENPORT,	<i>Iowa, via Chicago, Rock Is. & Pacific R. R.</i>	183
DAVENPORT	to OMAHA,	<i>Neb., " " " "</i>	310
OMAHA	to OGDEN,	<i>Utah, via Union Pacific Railroad</i>	1,032
OGDEN	to SAN FRANCISCO,	<i>via Central Pacific Railroad</i>	881
Total Miles			3,306
BOSTON to SAN FRANCISCO,			<i>via same Route</i> 3,540 Miles.

No. 10.

FROM.	TO.	RAILROADS.	MILES.
New York	to Cleveland,	<i>Ohio., via Erie Railroad</i>	605
CLEVELAND	to CHICAGO,	<i>via L. S. & Michigan Southern Railroad</i>	357
CHICAGO	to OMAHA,	<i>via Chicago, Rock Island & Pacific Railroad</i>	493
OMAHA	to OGDEN,	<i>via Union Pacific Railroad</i>	1,032
OGDEN	to SAN FRANCISCO,	<i>via Central Pacific Railroad</i>	881
Total Miles			3,388

No. 11.

FROM.	TO.	RAILROADS.	MILES.
New York	to Albany,	<i>N. Y., via Hudson River Railroad</i>	145
ALBANY	to SUSPENSION BRIDGE,	<i>via New York Central Railroad</i>	304
SUSPENSION BRIDGE	to DETROIT,	<i>via Great Western Railroad</i>	230
DETROIT	to CHICAGO,	<i>via Michigan Central Railroad</i>	284
CHICAGO	to OMAHA,	<i>via Chicago & Northwestern Railroad</i>	491
OMAHA	to SAN FRANCISCO,	<i>via Union Pacific & Central Pacific R. R.</i>	1,913
Total Miles			3,367

No. 12.

FROM.	TO.	RAILROADS.	MILES.
New York	to Buffalo	<i>via Erie Railway</i>	423
BUFFALO	to TOLEDO	<i>via Lake Shore & Michigan Southern Railroad</i>	296
TOLEDO	to CHICAGO	<i>via Southern Michigan Railroad</i>	244
CHICAGO	to OMAHA	<i>via Chicago, Rock Island & Pacific Railroad</i>	493
OMAHA	to OGDEN	Utah.....	1,032
OGDEN	to SAN FRANCISCO	.....	881
Total Miles.....			3,369

No. 13.

FROM.	TO.	RAILROADS.	MILES.
New York	to Buffalo	<i>via Erie Railway</i>	423
BUFFALO	to TOLEDO	Ohio, <i>via Lake Shore Railroad</i>	296
TOLEDO	to ST. LOUIS	<i>via Toledo, Wabash & Western Railroad</i>	432
ST. LOUIS	to KANSAS CITY	Mo., <i>via North Missouri Railroad</i>	272
KANSAS CITY	to DENVER	Col., <i>via Kansas Pacific Railroad</i>	638
DENVER	to CHEYENNE	Wyoming Ter., <i>via Denver Pacific</i>	106
CHEYENNE	to OGDEN	Utah, <i>via Union Pacific</i>	516
OGDEN	to SAN FRANCISCO	Cal., <i>via Central Pacific</i>	881
Total Miles.....			3,464

No. 14.

FROM.	TO.	RAILROADS.	MILES.
New York	to Cleveland	<i>via Erie Railway</i>	605
CLEVELAND	to TOLEDO	<i>via Lake Shore Railroad</i>	113
TOLEDO	to HANNIBAL	<i>via Toledo, Wabash & Western Railroad</i>	464
HANNIBAL	to MOBERLY	<i>via Hannibal & Moberly R. R. (New Road)</i> ...	70
MOBERLY	to KANSAS CITY	<i>via North Missouri Railroad</i>	126
KANSAS CITY	to DENVER	<i>via Kansas Pacific</i>	638
DENVER	to CHEYENNE	<i>via Denver & Pacific</i>	106
CHEYENNE	to OGDEN	<i>via Union Pacific</i>	516
OGDEN	to SAN FRANCISCO	<i>via Central Pacific</i>	881
Total Miles.....			3,519

No 15.

FROM.	TO.	RAILROADS.	MILES.
New York	to Cleveland	Ohio, <i>via Erie Railroad</i>	605
CLEVELAND	to TOLEDO	<i>via Lake Shore Railroad</i>	113
TOLEDO	to QUINCY	Ill., <i>via Toledo, Wabash & Western Railroad</i>	476
QUINCY	to KANSAS CITY	<i>via Hannibal & St. Joseph Railroad</i>	226
KANSAS CITY	to DENVER	Col., <i>via Kansas Pacific</i>	638
DENVER	to CHEYENNE	Wyoming Ter., <i>via Denver Pacific</i>	106
CHEYENNE	to OGDEN	Utah, <i>via Union Pacific</i>	516
OGDEN	to SAN FRANCISCO	Cal., <i>via Central Pacific</i>	881
Total Miles.....			3,561

No 16.

FROM.	TO.	RAILROADS.	MILES.
Boston	to Albany,	<i>New York, via Boston & Albany Railroad.....</i>	200
ALBANY	to SUSPENSION BRIDGE,	<i>Can., via N. York Central Railroad...</i>	304
SUSPENSION BRIDGE	to DETROIT,	<i>Mich., via Great Western Railroad....</i>	230
DETROIT	to CHICAGO,	<i>via Michigan Central Railroad.....</i>	284
CHICAGO	to OMAHA,	<i>via Chicago & N. W. Railroad.....</i>	491
OMAHA	to OGDEN,	<i>via Union Pacific.....</i>	1,032
OGDEN	to SAN FRANCISCO,	<i>via Central Pacific.....</i>	881
Total Miles.....			3,422

No 17.

FROM.	TO.	RAILROADS.	MILES.
Boston	to Buffalo,	<i>via Albany, New York.....</i>	498
BUFFALO	to TOLEDO,	<i>via Cleveland, Ohio.....</i>	296
TOLEDO	to CHICAGO,	<i>via Michigan Southern Railroad.....</i>	244
CHICAGO	to OMAHA,	<i>Neb., via Chicago Rock Is. & Pacific Railroad.....</i>	496
OMAHA	to OGDEN,	<i>Utah, via Union Pacific.....</i>	1,032
OGDEN	to SAN FRANCISCO,	<i>via Central Pacific.....</i>	881
Total Miles.....			3,447

No 18.

FROM.	TO.	RAILROADS.	MILES.
Boston	to Albany,	<i>via Springfield, Massachusetts.....</i>	200
ALBANY	to DETROIT,	<i>via Suspension Bridge.....</i>	534
DETROIT	to CHICAGO.....		284
CHICAGO	to ST. PAUL,	<i>via Prairie du Chien.....</i>	448
ST. PAUL	to GEORGETOWN,	<i>Minnesota, (Red River of the North).....</i>	260
GEORGETOWN	to MISSOURI RIVER,	<i>Dakota.....</i>	252
MISSOURI RIVER	to CADOTT'S PASS,	<i>Montana.....</i>	630
CADOTT'S PASS	to COLUMBIA RIVER,	<i>Idaho.....</i>	440
COLUMBIA RIVER	to SEATTLE,	<i>Puget Sound.....</i>	220
Total Miles.....			3,268

No 19.

NEW YORK to ST. LOUIS, *via Great Broad Gauge Route, Erie,
Atlantic and Great Western Railway.*

FROM.	TO.	RAILROADS.	MILES.
New York	to Salamanca,	<i>via Erie Railway.....</i>	413
SALAMANCA	to CINCINNATI,	<i>via Erie Railway.....</i>	447
CINCINNATI	to ST. LOUIS,	<i>via Ohio & Mississippi Railroad.....</i>	340
Total Miles.....			1,200

No 20.

NORTHERN PACIFIC RAILROAD ROUTE.

FROM.	TO.	RAILROADS.	MILES.
New York	to Chicago , <i>via</i> Pittsburgh, Pa.....		900
CHICAGO	to ST. PAUL, <i>via</i> Prairie du Chien.....		448
ST. PAUL	to GEORGETOWN, on the Red R. of the N., <i>via</i> S. P. & P. R. R.		260
GEORGETOWN	to MISSOURI RIVER, <i>via</i> Northern Pacific.....		252
MISSOURI RIVER	to BIG HORN RIVER, Montana.....		340
BIG HORN RIVER	to CADOTT'S PASS, Montana.....		290
CADOTT'S PASS	to SPOKANE RIVER, Idaho.....		290
SPOKANE RIVER	to COLUMBIA RIVER, Idaho.....		150
COLUMBIA RIVER	to Seattle , Puget Sound.....		220
Total Miles.....			3,150

No. 21.

LAKE SUPERIOR TO PUGET SOUND, *via* Northern Pacific R. R.

FROM.	TO.	ALTITUDE.	MILES.
Duluth (L. S.)	to Red River of the North.....	985 feet	232
"	To MISSOURI RIVER, Dakota.....	1,800 "	485
"	To CADOTT'S PASS, Montana.....	6,167 "	1,115
"	To COLUMBIA RIVER, Idaho.....	330 "	1,555
"	To SNOQUALMIE PASS, Washington Ter.....	3,030 "	1,694
"	To Seattle , Puget Sound.....	0 "	1,775

Portland Branch, Missouri River to Portland, Or....**1,100** Miles.

Puget Sound Branch, Portland Or. to Puget Sound.. **140** "

No. 22.

PORTLAND TO CHICAGO, *via* Montreal and Toronto.

FROM.	TO.	RAILROADS.	MILES.
Portland	to Montreal , Canada, <i>via</i> Grand Trunk Railway.....		297
MONTREAL	to TORONTO, " " " ".....		333
TORONTO	to DETROIT, Michigan, " " " ".....		231
DETROIT	to CHICAGO, Ill., <i>via</i> Michigan Central Railroad.....		284


Total Miles.....**1,145**

QUEBEC to CHICAGO, by same Route.....**1,020** Miles.

WASHINGTON TO NEW YORK, BOSTON, AND PORTLAND, Me., Via MOST DIRECT ROUTE.

Baltimore & Ohio Railroad.

MILES.	STATIONS.	MILES.
40	WASHINGTON, D.C.	0
34	Bladensburg, Md.....	6
32	Paint Branch	2 8
28	Beltsville.....	4 12
25	White Oak Bottom.....	3 15
23	Laurel.....	2 17
21	Savage	2 19
20	ANNAPOLIS JUNCTION.....	1 20
17	Jessup's.....	3 23
15	Dorsey's.....	2 25
13	Hanover	2 27
10	Elk Ridge.....	3 30
9	RELAY HOUSE.....	1 31
4	Camden Junction	5 36
0	BALTIMORE	4 40

 Connects at Baltimore with the
Northern Central Railway.

Philadelphia, Wilmington & Baltimore Railroad.

98	BALTIMORE	40
89	Stemmer's Run	9 49
83	Chase's	6 55
79	Magnolia	4 59
77	Edgewood	2 61
74	Bush River.....	3 64
71	Perryman's.....	3 67
67	Aberdeen	4 71
64	Oakington.....	3 74
62	HAVRE DE GRACE.....	2 76

(Susquehanna River.)

61	PERRYVILLE.....	1 77
58	Principio.....	3 80
55	Charlestown.....	3 83
52	North-East.....	3 86
46	ELKTON	6 92
40	Newark	6 98
34	Stanton	6 104
32	Newport	2 106

MILES.	STATIONS.	MILES.
30	New Castle Junction.....	2 108
28	Wilmington* , Del....	2 110
26	Ellerslie	2 112
23	Bellevue.....	3 115
22	Holly Oak	1 116
20	Claymont	2 118
18	Linwood.....	2 120
16	Thurlow	2 122
15	LAMOKIN.....	1 123
14	Chester	1 124
11	Lazaretto	3 127
2	Gray's Ferry	9 136
0	PHILADELPHIA	2 138

 Connects at Philadelphia with
the *Pennsylvania Central Railroad.*

New York and Philadelphia Railway Line.

90	West Philadelphia	138
80	Mantua Junction.....	1 139
81	Frankford.....	8 147
79	Tacony	2 149
67	Bristol.....	12 161
64	Tullytown.....	3 164
58	Morrisville.....	6 170

(Delaware River.)


57	TRENTON, N. J.	1 171
47	Princeton Junction.....	10 181
46	Plainsboro'.....	1 182
41	Monmouth Junction.....	5 187
32	New Brunswick	9 196
27	Metachin	5 201
23	Uniontown	4 205
20	Rahway.....	3 208
15	ELIZABETH	5 213
9	Newark	6 219
1	Jersey City	8 227

(Hudson River.)

0	NEW YORK	1 223
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* Dining Stations.


N. York & N. Haven & Hartford & Springfield R. R.

MILES.	STATIONS.	MILES.
236	NEW YORK	228
234	27th Street and 4th Av... 2	230
228	Harlem	6 236
222	WILLIAMS' BRIDGE..... 6	242
219	Mount Vernon..... 3	245
216	New Rochelle..... 3	248
212	Mamaroneck	4 252
209	Rye	3 255
207	PORT CHESTER	2 257
204	Greenwich, Conn..... 3	260
199	STAMFORD	5 265
195	Darien..... 4	269
191	Norwalk 4	273
188	Westport..... 3	276
184	Southport..... 4	280
182	Fairfield	2 282
177	Bridgeport 5	287
174	Stratford..... 3	290
172	Naugatuck Junction..... 2	292
169	Milford	3 295
160	NEW HAVEN 9	304
 Connects with <i>New Haven, New London and Stonington Railroad.</i>		
154	North Haven..... 6	310
148	Wallingford..... 6	316
142	Meriden	6 322
135	BERLIN..... 7	329
124	HARTFORD 11	340
118	Windsor..... 6	346
112	Windsor Locks..... 6	352
110	Warehouse Point..... 2	354
107	Thompsonville..... 3	357
102	Long Meadow	5 362
98	SPRINGFIELD* 4	366

Boston & Albany Railroad.

98	SPRINGFIELD ..	366
92	Indian Orchard..... 6	372
89	Wilbraham..... 3	375
83	PALMER..... 4	381
79	Brimfield..... 4	385

MILES.	STATIONS.	MILES.
73	Warren..... 6	391
69	WEST BROOKFIELD..... 4	395
67	Brookfield..... 2	397
57	Charlton..... 10	407
53	Rochdale..... 4	411
44	Worcester 9	420
38	Grafton..... 6	426
32	Westboro'..... 6	432
28	Southville..... 4	436
24	Ashland..... 4	440
21	SOUTH FRAMINGHAM... 3	443
5	Brighton..... 16	459
0	BOSTON 5	464

 Connects with *Eastern Railroad of Massachusetts*, forming a through line of travel to Portland, Me.

Boston & Maine Railroad.

112	BOSTON	464
108	Medford Junction..... 4	468
107	Malden	1 469
105	Melrose..... 2	471
100	Reading..... 5	476
91	Ballardville..... 9	485
89	Andover..... 2	487
86	SOUTH LAWRENCE..... 3	490
85	NORTH LAWRENCE	1 491
84	North Andover	1 492
80	Bradford	4 496
79	HAVERHILL..... 1	497
75	Atkinson..... 4	501
71	Newton..... 4	505
62	EXETER	9 514
55	New Market..... 7	521
50	Durham..... 5	526
44	Dover, N. H. 6	532
41	Rollinsford..... 3	535
38	SOUTH BERWICK..... 3	538
34	North Berwick..... 4	542
23	Kennebunk..... 11	553
15	Biddeford..... 8	561
13	SACO..... 2	563
6	Scarsborough..... 7	570
0	PORTLAND 6	576

* Dining Stations.


FROM WASHINGTON AND BALTIMORE TO CINCINNATI AND ST. LOUIS.

Baltimore & Ohio Railroad.


MILES.	STATIONS.	MILES.
405	WASHINGTON ...	0
384	Annapolis Junction.....	0
374	RELAY HOUSE.....	10
383	BALTIMORE	0
374	Washington Junction....	9
368	ELLICOTT CITY.....	6
363	Elysville.....	5
356	Mariottsville.....	7
351	Sykesville.....	5
340	Mount Airy.....	11
333	Monrovia.....	6
325	Frederick Junction.....	8

Frederick (Br. R. R.) 4 62

319	Adamstown.....	6
314	Point of Rocks.....	5
304	Hagerstown Junction....	10
303	Sandy Hook.....	1
302	Harper's Ferry ...	1

 Connects with *Winchester and Potomac Railroad.*

296	Duffield's.....	6
291	Kearneysville.....	5
283	MARTINSBURG*.....	8
270	Cherry Run.....	13
261	Hancock, Md.....	9
255	Sir John's Run.....	6
250	Willett's Run.....	5
226	Little Cacapon.....	24
213	Patterson's Creek.....	13
205	Cumberland *.....	8

 Connects with *Pittsburgh and Connellsville Railroad.*

MILES.	STATIONS.	MILES.
198	Brady's Mill.....	7
182	New Creek.....	16
177	PIEDMONT.....	5
175	Bloomington.....	2
169	Frankville.....	6
163	Swanton.....	6
160	ALTAMONT.....	3
157	Deer Park.....	3
151	Oakland	6
141	Cranberry Summit.....	10
130	Rowlesburg.....	11
123	Tunnelton.....	7
117	Newburg.....	6
110	Thornton.....	7
104	Grafton *.....	6

(To **Wheeling**, 100 Miles.)

PARKERSBURG DIVISION.

100	Webster.....	4
94	Flemington.....	6
87	Bridgeport.....	7
82	CLARKSBURG.....	5
78	Wilsenburg.....	4
68	Salem.....	10
58	Smithton.....	10
54	WEST UNION.....	4
42	Pennsboro.....	12
37	Ellenboro.....	5
32	Cornwallis.....	5
29	Cairo.....	3
22	Petroleum.....	7
20	L. F. Junction.....	2
15	Walker's.....	5
10	Kanawha.....	5
7	Claysville.....	3
0	Parkersburg	7

(*Ohio River.*)

NOTE.—Twenty-two miles further from Washington, D. C., from all the Stations after leaving the Relay House.

* Dining Stations.

Marietta and Cincinnati Railroad.

MILES.	STATIONS.	MILES.
205	Belpre, Ohio	0 383

MARIETTA.....12 395

196	Scott's Landing.....	9 392
186	Vincent's.....	10 402
179	Cutler.....	7 409
170	New England.....	9 418
166	Warren's.....	4 422
160	Athens	6 428
153	Marshfield.....	7 435
140	Zaleski.....	13 448
129	HAMDEN.....	11 459
118	Raysville.....	12 470
111	Londonderry.....	7 477
106	Schooley's.....	5 482
99	Chillicothe*	7 489
86	Frankfort.....	13 502
75	Greenfield.....	11 513
69	Monroe.....	6 519
63	Lexington.....	6 525
58	Vienna.....	5 530
51	Martinsville.....	7 537
42	BLANCHESTER.....	9 546
32	Spence's.....	10 556
26	LOVELAND.....	6 562
21	Montgomery.....	5 567
25	Madisonville.....	6 573
8	C. H. and D. Junction...	7 580
0	CINCINNATI	8 588

Ohio & Mississippi Railroad.

340	CINCINNATI	0 588
331	Delhi.....	9 597
327	North Bend.....	4 601
320	Lawrenceb'g Pd. ..	7 608

Junction Indianapolis and Cincinnati Railroad.

316	AURORA.....	4 612
314	Cochran.....	2 614

MILES.	STATIONS.	MILES.
298	Milan.....	16 630
288	Osgood.....	10 640
278	Nebraska.....	10 650
267	NORTH VERNON.....	11 661

LOUISVILLE DIVISION.

N. VERNON to LOUISVILLE, 53 Miles.

253	Seymour	14 675
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Junction Jeff. Mad. and Ind. R. R.

234	Medora.....	29 694
213	MITCHELL.....	21 715

Junction Louisville, New Albany and Chicago Railroad.

201	Huron.....	12 727
182	Loogootee.....	19 746
167	Washington.....	15 761
148	Vincennes	19 780

Junction Evansville and Crawfordsville Railroad.


139	Lawrenceville.....	9 789
127	Hadley.....	12 801
117	Olney.....	10 811
102	Clay City.....	15 826
86	Xenia.....	17 843
64	Odin	21 864

Crossing Chicago Branch Illinois Central Railroad.

60	Sandoval	4 868
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Junction Illinois Central Railroad.

30	Trenton.....	30 898
1	East St. Louis	29 927
0	ST. LOUIS	1 928

 Connects with the Atlantic and Pacific, Missouri Pacific, and North Mississippi Railroads; also, with Steamers running on the Lower and Upper Mississippi, to New Orleans, St. Paul, &c.

* Dining Stations.

ST. LOUIS TO KANSAS CITY, TOPEKA, DENVER, &c.

Missouri Pacific Railway.

MILES.	STATIONS.	MILES.
330	ST. LOUIS	0
325	Cheltenham.....	5
222	Laclede.....	3 8
320	Webster.....	2 10
316	Kirkwood.....	4 14
314	Barrett's.....	3 16
311	MERAMEC.....	3 19
304	Glencoe.....	7 26
300	Eureka.....	4 30
293	Franklin *.....	7 37

Junction Atlantic and Pacific Railway.

285	Labadie.....	8 45
282	Augusta.....	3 48
278	South Point.....	4 52
275	Washington.....	3 55
268	Newport.....	7 62
263	Miller's Landing.....	5 67
260	Etlah.....	3 70
255	Berger.....	5 75
249	HERMANN.....	6 81
242	Gasconade.....	7 88
237	Morrison.....	5 93
230	Chamois.....	7 100
225	St. Aubert.....	5 105
218	Bonnot's Mill.....	7 112
213	Osage.....	5 117
205	Jefferson City	8 125
198	Scott.....	7 132
196	Elston.....	2 134
190	Centretown.....	6 140
180	California.....	10 150
174	Moniteau.....	6 156
168	TIPTON.....	6 162
162	Syracuse.....	6 168
155	Otterville.....	7 175
149	Smithton.....	6 181
141	Sedalia *.....	8 189
135	Dresden.....	6 195
123	Knobnoster.....	12 207
112	WARRENSBURG	11 218

* Dining Stations.


MILES.	STATIONS.	MILES.
105	Centreview.....	7 225
98	Holden.....	7 232
93	Kingsville.....	5 237
82	PLEASANT HILL.....	11 248
76	Greenwood.....	6 254
65	Little Blue.....	11 265
58	Independence	7 272
48	KANSAS CITY	10 282

Junction Kansas City, St. Joseph and Council Bluffs Railroad.

46	State Line *.....	2 284
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Junction Kansas Pacific Railroad.

44	Wyandotte	2 286
35	Pomeroy.....	9 295
29	Redmond.....	6 301
21	Leavenworth	8 309
18	Fort Leavenworth.....	3 312
14	Kickapoo.....	4 316
4	Sumner.....	10 326
0	ATCHISON, Kan. ...	4 330


 At Atchison connects with *Central Branch Union Pacific Railroad*, running towards Fort Kearny.

Kansas Pacific Railway.

	KANSAS CITY	282
638	Missouri S. Line. ...	2 284
637	Armstrong.....	1 285
630	Muncy.....	7 292
625	Edwardsville.....	5 297
622	Tiblow.....	3 300
616	Lenape.....	6 306
607	Fall Leaf.....	9 315
602	L. & L. Junction.....	5 320
	(To Leavenworth , 34 Miles.)	
600	Lawrence	2 322

Junc. Lawrence and Galveston R. R.

590	Williamsville.....	10 332
587	Perryville.....	3 335

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
586	Medina.....	1	336	316 Park's Fort.....	10 606
583	Newman.....	3	339	298 Coyote.....	18 624
578	Grantville.....	5	344	286 Buffalo.....	12 636
571	TOPEKA	7	351	274 Grinnell.....	12 648
561	Silver Lake.....	10	361	262 Carlyle.....	12 660
555	Rossville.....	6	367	252 Monument.....	10 670
548	St. Mary's.....	7	374	240 Gopher.....	12 682
534	WAMEGO*.....	14	388	233 Sheridan.....	7 689
528	St. George.....	6	394	218 WALLACE.....	15 704
520	MANHATTAN.....	8	402	209 Eagle Tail.....	9 713
509	Ogden.....	11	413	201 Monotony.....	8 721
503	Fort Riley.....	6	419	186 Arrapaho.....	15 736
500	Junction City	3	422	176 Cheyenne Wells.....	10 746
Junc. Missouri, Kansas & Texas R. R.				166 First View.....	10 756
488	Chapman's Creek.....	12	434	151 Kit Carson	15 771
481	Detroit.....	7	441	139 Wild Horse.....	12 783
476	Abilene.....	5	446	127 Aroya.....	12 795
467	Solomon.....	9	455	115 Mirage.....	12 807
453	SALINA*.....	14	469	104 HUGO.....	11 818
444	Bavaria.....	9	478	DENVER DIVISION.	
438	BROCKVILLE.....	6	484	91 Lake.....	13 831
SMOKY HILL DIVISION.				76 Cedar Point.....	15 846
433	Rock Spring.....	5	489	72 Godfrey.....	4 850
420	Fort Harker.....	13	502	66 Agate.....	6 856
415	Ellsworth	5	507	55 Deer Trail.....	11 867
408	Black Wolf.....	7	514	43 Bijou.....	12 879
399	Wilson's Creek.....	9	523	30 KIOWA.....	13 892
386	Bunker Hill.....	13	536	21 Box Elder.....	9 901
364	Walker's.....	22	558	9 Schuyler.....	12 913
350	HAYS.....	14	572	2 Denver Pacific Junction.	7 920
336	ELLIS*.....	14	586	0 DENVER	2 922
326	Ogallah.....	10	596	 Connects with the <i>Denver Pacific Railway.</i>	

Stages run from DENVER to all points in Colorado and New Mexico.

DENVER to CHEYENNE, via DENVER and PACIFIC RAILWAY.

106	DENVER , Col.....	0	39	Pierce.....	15 67
104	Outer Depot.....	2	20	Carr.....	9 86
89	Hughes.....	15	10	Summit Siding.....	10 96
74	Johnson.....	15	0	CHEYENNE , W. T.	10 106
58	Evans.....	16		Junction <i>Union Pacific Railway.</i>	
54	GREELEY.....	4	52		

BALTIMORE TO WHEELING, COLUMBUS, INDIANAPOLIS, ST. LOUIS AND KANSAS CITY.

Baltimore & Ohio Railroad.

MILES.	STATIONS.	MILES.
379	BALTIMORE	0
370	Washington Junction....	9
364	Ellicott City.....	6 15
321	Frederick Junction.....	43 58
	(To FREDERICK, 4 Miles)	
298	Harper's Ferry	23 81
279	MARTINSBURG*.....	19 100
256	Hancock, Md.....	23 123
201	Cumberland *.....	55 178
173	PIEDMONT.....	28 206
147	Oakland.....	26 232
100	Grafton *.....	47 279
98	Fetterman.....	2 281
85	Texas.....	13 294
82	Benton's Ferry.....	3 297
77	FAIRMONT.....	5 302
67	Farmington.....	10 312
60	Mannington.....	7 319
42	Littleton.....	18 337
35	Bellton.....	7 344
28	Cameron.....	7 351
11	Moundsville.....	17 368
4	BENWOOD.....	7 375
0	WHEELING	4 379

(Ohio River.)

CENTRAL OHIO DIVISION.

	Benwood	0
137	BELLAIRE,* Ohio.....	375
128	Glencoe.....	9 384
125	Warnock.....	3 387
119	Belmont.....	6 393
110	Barnesville.....	9 402
102	Millwood.....	8 410
100	Salesville.....	2 412
93	Campbell's.....	7 419
85	CAMBRIDGE.....	8 427
76	Concord.....	9 436
73	Norwich.....	3 439
66	Sonora.....	7 446

MILES.	STATIONS.	MILES.
59	Zanesville *.....	7 453
50	Pleasant Valley.....	9 462
44	Black Hand.....	6 468
33	Newark	11 479
27	Union.....	6 485
22	Kirkersville.....	5 490
16	Columbia.....	6 496
10	Black Lick.....	6 502
0	COLUMBUS	10 512


LAKE ERIE DIVISION.

116	Newark	479
107	Louisville.....	9 488
102	Utica.....	5 493
91	Mt. Vernon	11 504
84	Frederick.....	7 511
74	Independence.....	10 521
68	Belleville.....	6 527
63	Lexington.....	5 532
54	Mansfield	9 541
42	Shelby Junction.....	12 553
34	Plymouth.....	8 561
23	Havana.....	11 572
19	Pontiac.....	4 576
15	MONROEVILLE.....	4 580
8	Prout's.....	7 587
0	Sandusky , (L. Erie). ..	5 595


Columbus & Indiana Central Railway.

188	COLUMBUS	512
178	Hilliard's.....	10 522
170	Pleasant Valley.....	8 530
160	Milford.....	10 540
141	Urbana	19 559
130	St. Paris.....	11 570
115	PIQUA.....	15 585
105	Bradford Junction.....	10 595
94	Greenville.....	11 606
83	New Madison.....	11 617

* Dining Stations.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
68	Richmond	15	632	182	BRAZIL 4 757		
53	Cambridge City.....	15	647	180	Newburg..... 2 759		
44	Lewisville.....	9	656	178	Staunton..... 2 761		
34	Knightstown	10	666	176	Cloverland..... 2 763		
21	Greenfield.....	13	679	174	Seeleyville..... 2 765		
11	Cumberland.....	10	689	166	Terre Haute 8 773		
0	INDIANAPOLIS	11	700	156	Woodville.....10 783		
 Connects with Railroads running to Chicago, Cincinnati, Louisville, &c.							
St. Louis, Vandalia, T. Haute and Indianapolis R. R.							
239	INDIANAPOLIS	700		149	Marshall..... 7 790		
230	Bridgeport.....	9	709	138	Martinsville.....11 891		
225	Plainfield	5	714	131	Casey..... 7 808		
222	Cartersburg.....	3	717	123	Greenup 8 816		
221	Belleville	1	718	117	Pleasantville..... 6 822		
229	Clayton.....	2	720	103	Teutopolis.....14 836		
214	Arno	5	735	99	EFFINGHAM*..... 4 840		
211	Coatsville.....	3	728	95	Funkhouser..... 4 844		
207	Fillmore.....	4	732	82	St. Elmo.....13 857		
201	Greencastle	6	738	76	Brownstown..... 6 863		
199	Junction.....	2	740	68	Vandalia* 8 871		
195	Hamrick's	4	744	64	Hagerstown..... 4 875		
192	Reelsville.....	3	747	58	Mulberry Grove..... 6 881		
139	Eagle's.....	3	750	50	Greenville..... 8 889		
185	Harmony	3	753	40	Pocahontas.....10 899		
				36	Oakdale..... 4 905		
				31	Highland..... 5 908		
				18	Troy	13	921
				12	Collinsville.....	6	927
				1	East St. Louis	11	938
				0	ST. LOUIS	1	939

ST. LOUIS to KANSAS CITY, via NORTH MISSOURI R. R.

				WESTERN DIVISION.			
272	ST. LOUIS	0		105	Salisbury.....	21	167
267	Bellefontaine.....	5		86	Brunswick	19	186
257	Bridgton.....	10	15	76	Miami.....	10	196
251	St. Charles	6	21	63	Carrollton.....	13	209
238	O'Fallon.....	13	34	46	Hardin.....	17	226
223	Millville.....	15	49	40	R & L JUNCTION.....	6	232
214	WARRENTON.....	9	58	17	Missouri City.....	23	255
204	Jonesburg.....	10	68	9	N. Missouri Junction....	8	263
195	New Florence.....	9	77	1	HARLEM.....	8	271
189	MONTGOMERY.....	6	83	0	KANSAS CITY	1	272
163	Mexico.....	26	109	 Connects with Kan. Pac. R. R.			
126	Moberly Junction	37	146				

BALTIMORE TO PITTSBURGH, INDIANAPOLIS, ST. LOUIS & CHICAGO, via Pan Handle Route, & Fort Wayne Route.

Northern Central Railway.

MILES.	STATIONS.	MILES.
333	BALTIMORE	0
304	PARKTON.....	29
294	Hanover Junction.....	18
276	York	18
249	BRIDGEPORT.....	27
248	HARRISBURG *. 1	85

Pennsylvania Central R. R.

240	Marysville.....	8	93
220	NEWPORT.....	20	113
199	MIFFLIN.....	21	134
187	LEWISTOWN.....	12	146
175	McVEY TOWN.....	12	158
162	MOUNT UNION.....	13	171
151	HUNTINGDON.....	11	182
131	TYRONE.....	20	202
116	Altoona *.....	15	217
105	GALLITZIN.....	11	228
80	CONEMAUGH.....	25	253
78	JOHNSTOWN.....	2	255
60	Lockport.....	18	273
41	LATROBE.....	19	292
31	GREENSBURG.....	10	302
15	Wall's.....	16	318
0	PITTSBURGH *..15	333	

Connects with *P., F. W. & C. R. R.*

Pittsburgh, Cincinnati and St. Louis Railroad.

381	PITTSBURGH	333
365	NOBLESTOWN.....	16 349
338	Stenbenville*	27 376
320	Bloomfield.....	18 394
313	CADIZ JUNCTION.....	7 401
304	NEW MARKET.....	9 410
289	DENNISON.....	15 425
267	Oxford.....	22 447
257	COSHOCOTON.....	10 457
243	Dresden.....	14 471
237	FRAZEYSBURGH.....	6 477

MILES.	STATIONS.	MILES.
229	Hanover.....	8
221	Newark*.....	8
206	Pataskala.....	15
195	Big Walnut.....	11
188	COLUMBUS*.....	7

Connects with Railroads for
Cleveland, Cincinnati, &c.

178	Hilliards.....	10	536
160	MILFORD.....	18	554
141	Urbana *.....	9	573
130	St. Paris.....	11	584
115	PIQUA*.....	15	599
105	Bradford Junction.....	10	609
94	GREENVILLE.....	11	620
68	Richmond *.....	26	646
53	CAMBRIDGE CITY.....	15	661
32	Knightstown.....	21	682
21	GREENFIELD.....	11	693
0	INDIANAPOLIS *..21	714	

St. Louis, Vandalia, T. Haute and Indianapolis R. R.

239	INDIANAPOLIS*	714
221	BELLEVILLE.....	18 732
201	Greencastle	20 752
182	BRAZIL.....	19 771
166	Terre Haute*	16 787
149	Marshall.....	17 804
138	Martinsville.....	11 815
123	GREENUP.....	15 830
117	Pleasantville.....	6 836
99	Effingham*	18 854
82	St. Elmo.....	17 871
68	Vandalia*	14 885
50	Greenville.....	18 903
31	Highland.....	19 922
18	Troy.....	13 935
1	East St. Louis	17 952
0	ST. LOUIS*	1 953

To **Chicago**, via Pittsburgh and
Fort Wayne, 802 Miles.

PHILADELPHIA TO PITTSBURGH, CRESTLINE, OHIO, INDIANAPOLIS AND ST. LOUIS.

Pennsylvania Central R. R.

MILES.	STATIONS.	MILES.
355	PHILADELPHIA	0
322	DOWNINGTOWN.....	33
311	PARKESBURG.....	11 44
286	Lancaster	25 69
273	MOUNT JOY.....	13 82
249	Harrisburg*	24 106
221	NEWPORT.....	23 134
200	MIFFLIN.....	21 155
176	MCVEY TOWN.....	24 179
151	HUNTINGDON.....	25 204
131	TYRONE.....	20 224
117	Altoona*	14 238
78	JOHNSTOWN.....	39 277
41	LATROBE.....	37 314
31	GREENSBURG.....	10 324
0	PITTSBURGH*	31 355

Pittsburgh, Fort Wayne and Chicago Railroad.

396	PITTSBURGH*	355
370	ROCHESTER.....	26 381
366	NEW BRIGHTON.....	4 385
350	Enon.....	16 401
326	SALEM.....	24 425
312	Alliance*	14 439
294	CANTON.....	18 457
286	MASSILLON.....	8 465
272	ORRVILLE.....	14 479
261	WOOSTER.....	11 490
220	MANSFIELD.....	41 531
207	Crestline*	13 544

Cleveland, Columbus, Cincinnati & Indianapolis R. R.

207	Crestline*	544
202	GALION.....	5 549
191	Caledonia.....	11 560
182	MARION.....	9 569

MILES.	STATIONS.	MILES.
168	La Rue.....	14 583
161	Mt. Victory.....	7 590
151	Rushsylvania.....	10 600
142	Bellefontaine	9 609
130	Quincy.....	12 621
120	SIDNEY.....	10 631
102	Versailles.....	18 649
94	Dallas.....	8 657
85	UNION.....	9 666
64	Morristown.....	21 687
54	MUNCIE.....	10 697
36	Anderson.....	18 712
28	Pendleton.....	8 723
14	Oakland.....	14 737
0	INDIANAP'LIS*	14 751

Indianapolis and St. Louis Railroad.

262	INDIANAPOLIS*	751
250	Avon.....	12 763
243	Danville.....	7 770
234	Reno.....	9 779
223	GREENCASTLE.....	11 790
209	Carbon.....	14 804
198	Grant.....	11 815
190	Terre Haute*	8 823
178	Vermillion.....	12 835
171	PARIS.....	7 842
145	Charleston.....	26 868
134	MATTOON.....	11 879
111	Shelbyville.....	23 902
95	PANA.....	16 918
67	Hillsboro.....	28 946
51	Clyde.....	16 962
37	BUNKER HILL.....	14 976
22	ALTON JUNCTION.....	15 991
10	NAMEOKI.....	12 1,003
1	East St. Louis	9 1,012
0	ST. LOUIS*	1 1,013

NOTE.—This Line of Travel connects with Trains at Alliance for Cleveland, and at Crestline with Trains for Columbus, Cincinnati, &c.




FROM PHILADELPHIA TO PITTSBURGH, CHICAGO, AND OMAHA, NEBRASKA.

Pennsylvania Central R. R.

MILES.	STATIONS.	MILES.
355	PHILADELPHIA	0
353	Mantua Junction.....	2
325	Paoli.....	20
333	Westchester Intersection	22
322	Downingtown*	33
316	COATESVILLE.....	39
311	Parkesburg	44
306	Christiana.....	49
303	Gap.....	52
297	Leaman Place.....	58
287	Lancaster*	69
235	Dillerville.....	70
278	Landisville.....	77
273	Mount Joy	82
267	Elizabethtown.....	88
259	Branch Intersection.....	96
258	Middletown.....	97
249	HARRISBURG*	106
241	Marysville.....	114
234	Duncannon.....	121
221	Newport.....	134
200	Millin	155
188	LEWISTOWN.....	167
163	Mount Union.....	192
151	Huntingdon	204
144	Petersburg.....	211
131	TYRONE.....	224
127	Tipton.....	228
117	Altoona*	238
105	Gallitzin.....	250
102	Cresson.....	253
89	Summerhill.....	266
81	Conemaugh	274
78	JOHNSTOWN.....	277

MILES.	STATIONS.	MILES.
65	New Florence.....	13
54	Blairsville Branch.....	11
41	Lafayette*	13
31	Greensburg	10
22	Irwin's.....	9
14	Walls.....	8
12	Brinton's.....	2
0	PITTSBURGH*	12


 Connects with *Pittsburgh, Cincinnati and St. Louis R. R.*

Pittsburgh, Fort Wayne and Chicago Railroad.


468	PITTSBURGH ...	355
450	Economy.....	18
442	ROCHESTER.....	8
438	New Brighton.....	4
433	Homewood.....	5
422	Enon.....	11
408	Columbiana.....	14
398	Salem.....	10
384	Alliance*	14
	Junction <i>Cleve'd & Pittsb'gh R. R.</i>	
366	Canton.....	18
358	MANSILLON.....	8
344	ORRVILLE.....	14
333	Wooster.....	11
311	Londonville.....	22
292	MANFIELD.....	19
279	Crestline*	13
	Junction <i>C. C. C. & Ind. R. R.</i>	
267	Bucyrus.....	12
238	FOREST.....	29
215	Lafayette.....	23
207	LIMA.....	8

* Dining Stations.

MILES.	STATIONS.	MILES.
193	Delphos.....	14 630
180	Van Wert.....	13 643
148	FORT WAYNE*	32 675

 Connects with *Toledo, W. & W. Railroad.*

129	Columbia.....	19 694
117	Pierceton.....	12 706
108	Warsaw.....	9 715
95	Bourbon.....	13 728
84	PLYMOUTH*.....	11 739
53	Wanatah.....	31 770
44	VALPARAISO.....	9 779
24	Clarke.....	20 799
7	Rock Island Junction.....	17 816
0	CHICAGO	7 823

 Connects at Chicago with the *Chicago, Burlington and Quincy Railroad; Chicago, Rock Island and Pacific Railroad*, and the *Chicago and Northwestern Railroad*, all forming lines of travel to Omaha, Neb.; there connecting with the *Union Pacific Railroad*.

Chicago, Rock Island and Pacific Railroad.

494	CHICAGO	823
487	Englewood.....	7 830
478	Blue Island.....	9 839
470	Bremen.....	8 847
464	Mokena.....	6 853
454	JOLIET.....	10 863
443	Minooka.....	11 874
433	Morris.....	10 884
423	Seneca.....	10 894
418	Marseilles.....	5 899
410	OTTAWA.....	8 907
400	Utica.....	10 917
395	LA SALLE.....	5 922
394	Peru.....	1 923
380	Bureau*	14 937
372	Tiskilwa.....	8 945
366	Pond Creek.....	6 951

MILES.	STATIONS.	MILES.
358	Sheffield.....	8 959
348	Annawan.....	10 969
342	Atkinson.....	6 975
335	GENESEO.....	7 982
324	Colona.....	11 993
315	Moline.....	9 1,002
312	ROCK ISLAND	3 1,005

(Mississippi River.)

IOWA DIVISION.


311	DAVENPORT*	1 1,006
299	Walcott.....	12 1,018
295	Fulton.....	4 1,022
286	Wilton.....	9 1,031
283	Moscow.....	3 1,034
278	Atalissa.....	5 1,039
273	West Liberty.....	5 1,044
257	Iowa City	16 1,060
242	Oxford.....	15 1,075
237	Homestead.....	5 1,080
227	Marengo	10 1,090
215	Victor.....	12 1,102
207	BROOKLYN*.....	8 1,110
201	Malcolm.....	6 1,116
192	Grinnell.....	9 1,125
181	Kellogg.....	11 1,136
172	NEWTON.....	9 1,145
160	Colfax.....	12 1,157
154	Mitchellville.....	6 1,163
137	DES MOINES*	17 1,180
122	Boone.....	15 1,195
115	De Soto.....	7 1,202
102	Dexter.....	13 1,215
86	Casey.....	16 1,231
72	Anita.....	14 1,245
58	Atlantic.....	14 1,259
39	AVOCA*.....	19 1,278
31	Shelby.....	8 1,286
20	Neola.....	11 1,297
4	Council Bluffs	16 1,313
1	Missouri River.....	3 1,316
0	OMAHA	1 1,317

* Dining Stations.

PHILADELPHIA TO PITTSBURGH, COLUMBUS, INDIANAPOLIS AND ST. LOUIS.

Pennsylvania Central Rail- road.


MILES.	STATIONS.	MILES.
355	PHILADELPHIA	0
322	DOWNINGTOWN.....	33
311	PARKESBURG.....	11 44
286	Lancaster*	25 69
273	MOUNT JOY.....	13 82
249	HARRISBURG*	24 106
221	NEWPORT.....	28 134
200	MIFFLIN.....	21 155
176	McVEYTOWN.....	24 179
151	HUNTINGDON.....	25 204
131	TYRONE.....	20 224
117	Altoona*	14 238
78	JOHNSTOWN.....	39 277
41	LATROBE*.....	37 314
31	GREENSBURG.....	10 324
0	PITTSBURGH*	31 355

 Connects with *Pittsburgh, Fort Wayne and Chicago Railroad*, and other Railroads diverging from Pittsburgh.

Pittsburgh, Cincinnati and St. Louis Railroad.

193	PITTSBURGH*	355
192	Birmingham.....	1 356
187	Brodhead.....	5 361
185	MANSFIELD.....	2 363
178	Oakdale.....	7 370
177	NOBLESTOWN.....	1 371
170	Bulger.....	7 378
166	Burgettstown.....	4 382
161	Hanlin's.....	5 387


MILES.	STATIONS.	MILES.
157	Collier.....	4 391
150	Steuenville*, O...	7 393
142	Alexandria Road.....	8 406
138	Smithfield.....	4 410
132	Bloomfield.....	6 416
130	Unionport.....	2 418
125	CADIZ JUNCTION.....	5 423
121	Fairview.....	4 427
116	NEW MARKET.....	5 432
110	Bowerstown.....	6 438
101	DENNISON.....	9 447
100	Uhrichsville.....	1 448
97	Trenton.....	3 451
89	Port Washington.....	8 459
83	New Comerstown.....	6 465
79	Oxford.....	4 469
75	West Lafayette.....	4 473
69	COSHOCOTON.....	6 479
59	Adam's Mills.....	10 489
55	Dresden.....	4 493
49	FRAZEYSBURGH.....	6 499
41	Hanover.....	8 507
33	Newark*	8 515
18	Pataskala.....	15 530
7	Big Walnut.....	11 541
0	COLUMBUS*	7 548

 Connects with *Cleveland, Columbus, Cincinnati & Indianapolis Railroad*, and *Little Miami Railroad*.

188	COLUMBUS*	448
178	Hilliards.....	10 558
170	Pleasant Valley.....	8 566
166	Unionville.....	4 570
160	Milford	6 576
155	Woodstock.....	5 581
150	Cable.....	5 586
141	Urbana*	9 595
130	St. Paris.....	11 606
115	Piqua*	15 621
109	Covington.....	6 627

* Dining Stations.

MILES.	STATIONS.	MILES.
105	BRADFORD JUNCTION ...	4 631
101	Gettysburg	4 635
94	Greenville	7 642
83	New Madison	11 653
74	New Paris	9 662
68	Richmond *	6 668
63	Centreville	5 673
53	Cambridge City ...	10 683
44	Lewisville	9 692
39	Dunreith	5 697
34	Knightstown	7 704
29	Charlottesville	3 707
21	GREENFIELD	8 715
17	Philadelphia	4 719
11	Cumberland	6 725
0	INDIANAP'LIS * ..	11 736

 Connects with Railroads running East, West, North and South.

St. Louis, Vandalia, T. Haute and Indianapolis R. R.

239	INDIANAPOLIS *	736
225	Fairview	4 740
230	Bridgeport	5 745
225	Plainfield	5 750
222	Cartersburg	3 753
221	BELLEVILLE	1 754
219	Clayton	2 756
214	Amo	5 761
211	Coatsville	3 764
207	Fillmore	4 768
201	Greencastle	6 774
199	Junction	2 776
195	Hamrick's	4 780
192	Reelsville	3 783
189	Eagle's	3 786

MILES.	STATIONS.	MILES.
186	Harmony	3 789
182	BRAZIL	4 793
180	NEWBURG	2 795
178	Staunton	2 797
176	Cloverland	2 791
174	Seeleyville	2 801
166	Terre Haute *	8 809
156	Woodville	10 819
149	Marshall	7 826
138	Martinsville	11 837
131	Casey	7 844
123	GREENUP	8 852
117	Pleasantville	6 858
103	Teutopolis	14 872
99	Effingham *	4 876

June. *Illinois Central, Chicago Branch.*


95	Funkhouser	4 880
82	St. Elmo	13 893
76	Brownstown	6 899
68	Vandalia *	8 907

Crossing *Illinois Central Railroad.*

64	Hagerstown	4 911
58	Mulberry Grove	6 917
50	Greenville	8 925
40	Pocahontas	10 935
36	Oakdale	4 939
31	Highland	5 944
18	Troy	13 957
15	Confidence	3 960
12	Collinsville	3 963
1	East St. Louis	11 974

(*Mississippi River.*)

0	ST. LOUIS *	1 975
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 Connects with Railroads at *St. Louis*, and with Steamers on the *Mississippi River*.


*Dining Stations.




NEW YORK TO HARRISBURG, PITTSBURGH, CHICAGO AND OMAHA, via ALLENTOWN ROUTE.

Central New Jersey R. R.

MILES.	STATIONS.	MILES.
182	NEW YORK	0
	From Foot of Liberty Street.	
181	Jersey City	1
178	Greenville.....	3
174	Bergen Point.....	4
169	Elizabeth	5
167	Roselle.....	2
165	Crawford.....	2
162	Westfield.....	3
160	Fanwood.....	2
158	PLAINFIELD.....	2
155	Dunnellen.....	3
151	Bound Brook.....	4
146	SOMERVILLE.....	5
145	Raritan.....	1
141	North Branch.....	4
136	WHITEHOUSE.....	5
132	Lebanon.....	4
130	Clinton.....	2
128	High Bridge.....	2
124	Spruce Run.....	4
123	JUNCTION.....	1
120	Asbury.....	3
118	Valley.....	2
115	BLOOMSBURY.....	3
113	Springtown.....	2
108	Phillipsburg.....	5
107	EASTON* Pa.....	1

 Connects with the *Lehigh Valley Railroad*, and *Lehigh and Susquehanna Railroad*.


MILES.	STATIONS.	MILES.
95	BETHLEHEM.....	12
90	Allentown	5
69	Lyons.....	21
54	Reading	15
26	LEBANON*.....	28
0	HARRISBURG*	26

 Connects with the *Northern Central Railway*.

Pennsylvania Central Railroad.


248	HARRISBURG*	182
240	MARYSVILLE.....	8
233	Duncannon.....	7
220	NEWPORT.....	13
199	MIFFLIN.....	21
187	LEWISTOWN.....	12
175	MCVEYTOWN.....	12
162	MOUNT UNION.....	13
151	HUNTINGDON.....	11
131	TYRONE*.....	20
116	Altoona*	15
105	GALLITZIN.....	11
102	Cresson.....	3
80	CONEMAUGH.....	22
78	JOHNSTOWN.....	2
60	Lockport.....	18
56	Derry.....	14
41	LATROBE*.....	5
31	GREENSBURG.....	10
15	Wall's.....	16
6	Homewood.....	9
0	PITTSBURGH*	6

* Dining Stations.

 Connects with the *Pittsburgh, Cincinnati and St. Louis Railroad*, and with other Railroads diverging from Pittsburgh.


Pittsburgh, Fort Wayne and Chicago Railroad.

MILES.	STATIONS.	MILES.
468	PITTSBURGH* ..	430
450	Economy.....	18 448
442	ROCHESTER.....	8 456
439	NEW BRIGHTON.....	3 459
422	Enon.....	17 476
405	Leetonia.....	17 493
398	SALEM	7 500
384	Alliance*	14 514

 Connects with *Cleveland and Pittsburgh Railroad*.

366	CANTON.....	18 532
358	MASSILLON	8 540
344	ORRVILLE.....	14 554
333	WOOSTER.....	11 565

MILES.	STATIONS.	MILES.
317	Lakeville.....	16 581
292	MANSFIELD.....	25 606
279	Crestline*	13 619


 Connects with *C. C. C. and Indianapolis Railroad*.

267	BUCYRUS.....	12 63
250	Upper Sandusky.....	17 648
238	Forest	12 660
229	Washington	9 669
207	LIMA	22 691
193	Delphos.....	14 705
180	Van Wert.....	13 718
148	Fort Wayne*	32 750
129	Columbia.....	19 769
108	Warsaw.....	21 790
84	PLYMOUTH*.....	24 814
53	Wanatah	31 845
44	VALPARAISO.....	9 854
30	Liverpool.....	14 868
9	Ill. Central R. R. Junc..	21 889
0	CHICAGO	9 898

Important to Western Travellers.

ALLENTOWN LINE.

TWO EXPRESS TRAINS run **DAILY** to and from the **WEST** by this **POPULAR LINE OF TRAVEL**.

 Passengers by this Route save **60 to 100 miles**, and **three hours** in time, over other Lines, with but one change of cars between **New York** and **Cincinnati**, or **Chicago**, and but two changes to **St. Louis**.

SILVER PALACE CARS Daily to **CHICAGO**, on the **Evening Train**.

H. P. BALDWIN, Gen. Pass. Agent,

119 Liberty Street, NEW YORK.


**FROM PHILADELPHIA to ERIE, DULUTH and ST. PAUL, via
RAILROAD and STEAMBOAT ROUTE, passing through
LAKES HURON and SUPERIOR.**

Pennsylvania Central R. R.

MILES.	STATIONS.	MILES.
451	PHILADELPHIA	0
417	DOWNINGTOWN*.....	34
381	LANCASTER*.....	36
345	Harrisburg*	36
		106

Philadelphia and Erie R. R.

288	SUNBURY.....	57	163
286	Northumberland.....	2	165
279	LEWISBURG.....	7	172
276	Catawissa Junction....	3	175
275	MILTON.....	1	176
271	Watsonstown.....	4	180
268	Dewart.....	3	183
264	Montgomery.....	4	187
260	Muncy.....	4	191
248	Williamsport*	12	203

 Connects with *Northern Central Railway.*

246	Newberry.....	2	205
243	Linden.....	3	208
242	Susquehanna.....	1	209
236	Jersey Shore.....	6	215
228	Wayne.....	8	223
223	LOCK HAVEN*.....	5	228
218	Farrandsville.....	5	233
208	Whetham.....	10	243
199	North Point.....	9	252
196	RENOVO*.....	3	255
184	Keating.....	12	267
178	Round Island.....	6	273
168	Driftwood.....	10	283


MILES.	STATIONS.	MILES.
159	Sterling	9 292
155	Cameron	4 296
150	Emporium	5 301
140	Beechwood.....	10 311
128	St. MARY'S*.....	12 323
119	RIDGWAY.....	9 332
104	Wilcox.....	15 347
95	KANE* (Alt. 2,008 ft.).	9 356
90	Wetmore.....	5 361
80	SHEFFIELD.....	10 371
73	Pattonia.....	7 378
66	WARREN.....	7 385
61	IRVINGTON	5 390

Junction Oil Creek and Allegheny River Railroad.

58	Youngsville.....	3	393
55	Pittsfield.....	3	396
45	Spring Creek.....	10	406
40	Columbus.....	5	411
38	Corry*	2	413

Junction Atlantic and Great Western Railway.

34	Lovell's.....	4	417
32	Concord.....	2	419
27	Union.....	5	424
19	Waterford.....	8	432
13	Jackson's.....	6	438
7	Belle Valley.....	6	444
0	ERIE*	7	451

 Connects with *Lake Shore R. R.*

* Dining Stations.

Lake Superior Steamboat Line.

MILES.	STATIONS.	MILES.
1,140	ERIE , Pa.....	451
1,045	CLEVELAND, Ohio...95	546
945	Malden, Canada.....100	646
925	DETROIT, Mich..... 20	666
(Lake St. Clair.)		
850	Port Huron	75 741
(Lake Huron.)		
625	Point de Tour.....225	966
(St. Mary's River.)		
584	Church's Landing... 40	1,006
570	SAUT STE. MARIE... 14	1,020
564	Point Aux Pins Can. 6	1,026
530	White Fish Point... 34	1,060
(Lake Superior.)		
450	Pictured Rocks..... 80	1,140
440	Grand Island..... 10	1,150
400	Marquette 40	1,190
320	Portage Entry..... 80	1,270

(HOUGHTON AND HANCOCK, 14 Miles.)

270	Keweenaw Point... 50	1,320
255	Copper Harbor 15	1,335
239	Eagle Harbor..... 16	1,351
229	EAGLE RIVER..... 10	1,361
209	Entrance Ship Canal 20	1,381
169	ONTONAGON 40	1,421
89	La Pointe, Wis'..... 80	1,501
86	BAYFIELD 3	1,504

(Twelve Apostle Islands.)

6	SUPERIOR CITY 80	1,584
0	DULUTH , Min. 6	1,590

Lake Superior and Mississippi Railroad.

MILES.	STATIONS.	MILES.
155	DULUTH	1,590
151	Oneonta..... 4	1,594
137	Fond Du Lac..... 14	1,608
(Dalles of St. Louis.)		
129	Thompson	8 1,616
Junction Northern Pacific Railroad.		
128	JUNCTION..... 1	1,617
110	Moose Lake..... 18	1,635
95	Kettle River..... 15	1,650
77	Hinckley *..... 18	1,668
65	Pine City..... 12	1,680
54	Rush City..... 11	1,691
42	North Branch..... 12	1,703
30	Wyoming..... 12	1,715
25	Forest Lake..... 5	1,720
17	Centreville..... 8	1,728
12	White Bear Lake..... 5	1,733
Junction Stillwater Branch Railroad.		
0	ST. PAUL 12	1,745

GRAND PLEASURE EXCURSION.

This Railroad and Steamboat Route forms one of the most healthy and Grand Excursions on the Continent,—passing from the Atlantic Cities through Lakes *Erie*, *Huron*, and *Superior*,—affording River and Lake Scenery of the most enchanting character.

Steamers of a large class run daily, during the season of Navigation, from Buffalo, Erie, Cleveland and Detroit, to the Sant Ste. Marie, Marquette and Duluth, Minn.

NEW YORK to BUFFALO, NIAGARA FALLS, &c., Via ERIE RAILWAY.


Erie Railway.

MILES.	STATIONS.	MILES.
447	NEW YORK	0
	Foot of Chambers Street, and Foot of 23d Street.	
446	Jersey City	1
437	Rutherford Park	9 10
435	Passaic	2 12
430	PATERSON	5 17
425	Ridgewood	5 22
423	Hohokus	2 24
421	Allendale	2 26
419	Ramsey's	2 28
415	SUFFERN	4 32
413	Ramapo	2 34
411	Sloatsburg	2 36
405	Southfields	6 42
401	Newburgh Junction	4 46
399	Turner's	2 48
397	Monroe	2 50
395	Oxford	2 52
393	Greycourt	2 54
387	GOSHEN	6 60
383	Hampton	4 64
380	MIDDLETOWN	3 67
376	Howell's	4 71
371	Otisville	5 76
359	Port Jervis *	12 88
340	Shohola	19 107
336	LACKAWAXEN	4 111
330	Mast Hope	6 117
324	NARROWSBURGH	6 123
316	Cochecton	8 131
311	Callicoon	5 136
283	Hancock	28 164
270	DEPOSIT	13 177
254	Susquehanna	16 193
246	GREAT BEND	8 201
241	Kirkwood	5 206
232	BINGHAMTON	9 215
223	Union	9 224
217	Campville	6 230
210	OWEGO	7 237

MILES.	STATIONS.	MILES.
200	Smithboro.	10 247
198	Barton	2 249
191	WAVERLY	7 256
186	Chemung	5 261
180	Wellsburg	6 267
173	Elmira *	7 274
156	CORNING	17 291


ROCHESTER DIVISION, 95 Miles.

154	Painted Post	2 293
145	Addison	9 302
140	Rathboneville	5 307
132	Cameron	8 315
124	Adrian	8 323
119	Canisteo	5 328
115	HORNELLVILLE	4 332
107	Burns'	8 340
103	Canaseraga	4 344
98	Swain's	5 349
91	NUNDA	7 356
89	Hunt's	2 358
85	Portage	4 362
81	Castile	4 366
79	Gainesville	2 368
72	WARSAW	7 375
66	Dale	6 381
61	Linden	5 386
55	ATTICA	6 392
49	Darien	6 398
43	Alden	6 404
34	Lancaster	9 413
24	BUFFALO	10 423


 Connects with *Lake Shore R. R.*

13 Tonawanda

2 **Niagara Falls**

 Connects with *N. Y. Cent. R. R.*

0 SUSPENSION BRIDGE


 Connects with *Great Western Railway of Canada.*


To **Chicago** via Detroit, by this Route, 960 Miles.

NEW YORK to DUNKIRK, CLEVELAND, &c.

Erie Railway.

MILES.	STATIONS.	MILES.
460	NEW YORK	0
400	GOSHEN	60
372	Port Jervis*	28 88
283	DEPOSIT.....	89 177
259	GREAT BEND.....	24 201
245	BINGHAMTON.....	14 215
223	OWEGO	22 237
186	Elmira*	37 274
169	CORNING.....	17 291
128	HORNELLVILLE.....	41 332
119	Alfred.....	9 341
110	Andover	9 350
102	Genesee.....	8 358
94	Phillipsville.....	8 366
90	Belvidere.....	4 370
86	Friendship.....	4 374
77	Cuba	9 383
65	OLEAN.....	12 395

MILES.	STATIONS.	MILES.
61	Allegany	4 399
52	Carrollton.....	9 408
49	Great Valley.....	3 411
46	Salamanca	3 414
 Connects with <i>Atlantic & Great Western Railway.</i>		
38	Little Valley.....	8 422
31	Cattaraugus	7 429
22	Dayton	9 438
19	Perrysburg.....	3 441
12	Smith's Mills.....	7 448
8	Forestville	4 452
0	DUNKIRK	8 460
(Lake Erie.)		

 Connects with the *Lake Shore Railroad*, forming a through line of travel to Cleveland, Toledo, Chicago and St. Louis.

To **Chicago**, via Toledo, by this Route, 960 Miles.

ERIE RAILWAY.

Four Express Trains Daily.


BROAD GAUGE, DOUBLE TRACK ROUTE

BETWEEN THE

Atlantic Cities and the Southwest, West and Northwest.

860 Miles without Change of Cars,

Between New York and Rochester, Buffalo, Dunkirk, Salamanca, Corry, Meadville, Cleveland, Dayton, Hamilton and Cincinnati.

 Connects at CINCINNATI with the Broad Gauge OHIO and MISSISSIPPI R. R.

**NEW YORK TO ALBANY, BUFFALO, TOLEDO, ST. LOUIS, &c.,
Via TOLEDO, WABASH AND WESTERN RAILROAD.**

**Hudson River & New York
Central Railroad.**

MILES.	STATIONS.	MILES.
737	NEW YORK	0
	30th Street.	
695	Peekskill	42
664	Poughkeepsie *....	31 73
622	Hudson	42 115
594	ALBANY	28 143
577	Schenectady	17 160
499	Utica *	78 238
485	Rome	14 252
446	Syracuse	39 291
365	Rochester *.....	81 373
333	Batavia	32 404
296	BUFFALO	37 441

Lake Shore Railroad.

296	BUFFALO	441
256	Dunkirk *	40 481
239	Westfield	17 498
208	ERIE, Pa	31 529
193	Girard	15 544
167	Ashtabula, Ohio	26 570
142	Painesville	25 595
113	CLEVELAND	29 624
89	Oberlin	24 648
53	Monroeville	36 684
38	Clyde	15 699
0	TOLEDO, Ohio	38 737

To Detroit, 65 Miles.

Toledo, Wabash & West. R. R.

MILES.	STATIONS.	MILES.
432	TOLEDO	737
423	Maumee City	9 746
415	Whitehouse.....	8 754
404	Liberty.....	11 765
397	NAPOLÉON	7 772
382	DEFIANCE ..	15 787
371	Emerald.....	11 798
361	Antwerp.....	10 808
344	New Haven.....	17 825
338	Fort Wayne	6 831

Junction Pittsburgh, Fort Wayne and
Chicago Railroad.

323	Roanoke.....	15 846
314	Huntington.....	9 855
301	Lagro.....	13 868
296	WABASH	5 873
282	Peru	14 887
275	Waverly.....	7 894
266	Logansport	9 903
252	Rockfield.....	14 917
246	Delphi.....	6 923
237	Buck Creek.....	9 932
229	Lafayette	8 940
219	West Point.....	10 950
208	Attica.....	11 961
200	West Lebanon.....	8 969
190	State Line.....	10 979
182	Danville	8 987
176	Catlin	6 993
169	Fairmount.....	7 1,000
162	Homer	7 1,007
146	Tolono	16 1,023

Junction Chicago Division, Illinois
Central Railroad.


135	Norrie	11 1,034
129	Bement.....	6 1,040
120	Cerro Gordo.....	9 1,049
109	Decatur	11 1,060

Junction Illinois Central Railroad.

* Dining Stations.

ST. LOUIS DIVISION. T. W. & W. R. R.

MILES.	STATIONS.	MILES.
109	Decatur	1,060
102	Boody.....	7 1,067
90	Stonington.....	12 1,079
82	Taylorville.....	8 1,087
74	Palmer's.....	8 1,095
69	Morrison.....	5 1,100
61	Raymond.....	8 1,108
49	Litchfield.....	12 1,120
36	Staunton.....	13 1,133
19	Edwardsville.....	17 1,150
1	East St. Louis	18 1,168
0	ST. LOUIS	1 1,169

 Connects with *R. R. & Steamers.*

Toledo, Wabash and Western,
(Continued.)

476	TOLEDO	0
382	Fort Wayne	94
326	PERU.....	56 150
310	LOGANSPOET.....	16 166
273	Lafayette	37 203
226	DANVILLE.....	47 250
190	TOLONO.....	36 286
153	Decatur	37 323
128	Mechanicsburg.....	25 348
114	Springfield	14 362
112	C. & A. Junction.....	2 364
97	Berlin.....	15 379
91	Alexander.....	6 385
80	Jacksonville	11 396

MILES.	STATIONS.	MILES.
70	Chapin.....	10 406
62	BLUFF'S.....	8 414


To Hannibal, Mo., 50 Miles.

56	MEREDOSIA.....	6 420
48	Versailles.....	8 428
39	Mt. Sterling.....	9 437
33	Mounds.....	6 443
28	CLAYTON.....	5 448

To Keokuk, Iowa, 42 Miles.

22	Camp Point.....	6 454
15	Paloma.....	7 461
9	Chiola.....	6 467
0	QUINCY	9 476


(Mississippi River.)

 Connects with *Hannibal & St. Joseph Railroad.*

Keokuk Branch.



42	CLAYTON.....	448
35	C. B. & Q. Junction.....	7 455
27	Bowen.....	8 463
22	Denver.....	5 468
13	CARTHAGE.....	9 477
7	Elvaston.....	6 483
1	HAMILTON.....	6 489
0	KEOKUK	1 490

(Mississippi River.)

 Connects with *Des Moines Valley Railroad.*

THE TOLEDO, WABASH AND WESTERN RAILROAD,
runs from **TOLEDO, Ohio,** to
KEOKUK, QUINCY, HANNIBAL and ST. LOUIS,

FORMING A

 *Great Route of Travel* 

Through Indiana, Illinois, Iowa and Missouri to Kansas and Colorado,
AND FROM THENCE TO
UTAH and CALIFORNIA.

NEW YORK to EASTON, WILLIAMSPORT & ERIE, Pa.

Central New Jersey Railroad.

MILES.	STATIONS.	MILES.
238	NEW YORK	0
	Foot of Liberty Street.	
237	Jersey City	1
225	ELIZABETH	12 13
214	PLAINFIELD	11 24
202	SOMERVILLE	12 36
192	WHITEHOUSE	10 46
186	CLINTON	6 52
179	JUNCTION	7 59
171	BLOOMSBURY	8 67
164	PHILLIPSBURG	7 74
163	EASTON	1 75

*Lehigh Valley Railroad.**

151	BETHLEHEM	12 87
146	Allentown	5 92
142	Catasauqua	4 96
128	Lehigh Gap	14 110
117	MAUCH CHUNK	11 121
110	Penn Haven	7 128

Catawissa Railroad.

91	Quakake	19 147
88	Summit	3 150
80	Mahonoy	8 158
75	Ringtown	5 163
68	Beaver	7 170
59	Maineville	9 179
52	Catawissa	7 186
50	Rupert	2 188
43	Danville	7 195
37	Moorestburg	6 201

MILES.	STATIONS.	MILES.
27	Milton	10 211
22	Watsonstown	5 216
16	Montgomery	6 222
0	Williamsport*	16 238

Philadelphia & Erie R. R.

248	Williamsport	238
242	Susquehanna	6 244
236	Jersey Shore	6 250
223	LOCK HAVEN	13 263
218	Farrandsville	5 268
208	Whetham	10 278
199	North Point	9 287
195	Renovo*	4 292
183	Keating	12 303
178	Round Island	5 308
168	Driftwood	10 318
155	Cameron	13 331
149	EMPORIUM	6 337
140	Beechwood	9 346
128	ST. MARY'S	12 358
118	Ridgway	10 368
104	Wilcox	14 382
95	KANE*	9 391
79	Sheffield	16 407
66	WARREN	13 420
60	IRVINGTON	6 426
54	Pittsfield	6 432
37	Corry	17 449

Junc. Atlantic & Great Western Railway.

26	Union	11 460
19	Waterford	7 467
7	Belle Valley	12 479
0	ERIE	7 486

Lake Superior Line of Steamers run daily from Buffalo to Erie, Cleveland, Detroit, Saut Ste. Marie, Marquette and Duluth, Minn., forming a *Grand Pleasure Excursion* during the summer months.

* The Lehigh Valley, and the Lehigh and Susquehanna Railroads are competing lines for the business between New York and Williamsport, Pa., and the surrounding country.—The *Lehigh and Susquehanna* connects with the Central New Jersey Railroad at Phillipsburg, and at Tamamend, Pa., with the Catawissa Railroad.

* Dining Stations.

MILES.	STATIONS.	MILES
112	Lyons	6 335
105	Newark.....	7 342
97	Palmyra.....	8 350
93	Macedon.....	4 354
85	Fairport.....	8 362
75	Rochester*	10 372
65	Spencerport.....	10 382
63	Adams Basin.....	2 384
58	Brockport.....	5 289
54	Holley.....	4 393
50	Murray.....	4 397
45	Albion	5 402
39	Knowlesville.....	6 408
35	Medina.....	4 412
31	Middleport.....	4 416
26	Gasport.....	5 421
19	Lockport	7 428
9	Sanborn.....	10 438
0	Suspension Br'g	9 447

To Niagara Falls, 2 Miles.

*Great Western Railway of
Canada.*

230	Suspension Br'g.	447
219	ST. CATHERINE'S, Can...	11 458
187	Hamilton	32 490
168	HARRISBURG.....	19 509
158	Paris	10 519
139	WOODSTOCK.....	19 538
111	London	28 566
69	BOTHWELL.....	42 608
46	CHATHAM.....	23 631

MILES.	STATIONS.	MILES.
1	Windsor	45 676
0	DETROIT	1 677

Michigan Central Railroad.

284	DETROIT	677
281	Grand Trunk Junction...	3 680
274	Dearborn.....	7 687
266	WAYNE.....	8 695
259	Denton's.....	7 702
254	Ypsilanti	5 707
250	Geddes.....	4 711
246	Ann Arbor*	4 715
241	Delhi.....	5 720
237	Dexter.....	4 724
229	Chelsea.....	8 732
218	GRASS LAKE.....	11 743
215	Leoni.....	3 746
208	Jackson	7 753
197	Parma.....	11 764
188	Albion.....	9 773
183	Marengo.....	5 778
176	Marshall	7 785
171	Ceresco.....	5 790
163	BATTLE CREEK.....	8 798
149	Galesburg.....	14 812
140	Kalamazoo	9 821
124	Lawton.....	16 837
116	Decatur.....	8 845
105	Dowagiac.....	11 856
93	Niles*	12 868
82	Dayton.....	11 879
66	NEW BUFFALO.....	16 895
56	Michigan City	10 905
44	Porter.....	12 917
35	LAKE.....	9 926
14	Calumet.....	21 947
0	CHICAGO	14 961

CONNECTS WITH

ILLINOIS CENTRAL, CHICAGO, BURLINGTON & QUINCY, CHICAGO, ROCK ISLAND & PACIFIC,
CHICAGO & NORTHWESTERN,

And other Railroads diverging from CHICAGO—forming the Great Through
Routes of Travel to the West and Northwest.

NEW YORK TO PITTSBURGH, INDIANAPOLIS, and ST. LOUIS, Via ALLENTOWN ROUTE.

MILES.	STATIONS.	MILES.
<i>Central R. R. of New Jersey.</i>		
430	NEW YORK	0
	Foot of Liberty Street.	
429	Jersey City	1
427	ELIZABETH	13
410	Westfield	20
406	PLAINFIELD.....	24
399	Bound Brook.....	31
394	SOMERVILLE.....	36
385	WHITEHOUSE.....	45
378	Clinton.....	52
372	JUNCTION.....	58

Junc. Dela., Lack. & Western R. R.

364	Bloomsbury.....	8	66
356	PHILLIPSBURG.....	8	74
355	EASTON* Pa.....	1	75

Junction Lehigh Valley Railroad.

343	BETHLEHEM	12	87
338	Allentown	5	92
317	Lyons	21	113
302	READING.....	15	128
274	Lebanon	28	156
248	HARRISBURG*	26	182

Junc. Northern Central Railroad.

Pennsylvania Central R. R.

220	Newport.....	28	210
199	MIFLIN	21	231
151	HUNTINGDON.....	48	279
116	Altoona*	35	314
105	GALLITZIN.....	11	325
78	JOHNSTOWN.....	27	352
41	LATROBE*.....	37	389
31	GREENSBURG.....	10	399
0	PITTSBURGH	31	430

MILES.	STATIONS.	MILES.
<i>Pittsburgh, Fort Wayne and Chicago Railroad.</i>		
396	PITTSBURGH	430
370	ROCHESTER.....	26 456
326	Salem.....	41 500
312	Alliance*	14 514
286	MASSILLON	26 540
272	ORRVILLE	14 554
261	Wooster	11 565
220	MANSFIELD.....	41 606
207	Crestline	13 619

Cleveland, Columbus, Cincinnati & Indianapolis R. R.

203	Galion.....	4	623
182	MARION.....	21	644
168	La Rue.....	14	658
142	BELLEFONTAINE.....	26	684
119	Sidney	23	707
101	Versailles.....	18	725
84	Union	17	742
54	Muncie.....	30	772
36	ANDERSON.....	18	790
21	Fortville.....	15	805
0	INDIANAPOLIS	21	826

Ind. and St. Louis R. R.

261	INDIANAPOLIS	826
242	Danville.....	19 845
222	GREENCASTLE.....	20 865
189	Terre Haute	33 898
144	CHARLESTON*.....	45 943
133	Mattoon *.....	11 954
94	PANA.....	39 993
84	NAKOMIS*.....	10 1,003
36	BUNKER HILL.....	48 1,051
21	ALTON JUNCTION.....	15 1,066
1	East St. Louis	21 1,087
0	ST. LOUIS	1 1,088

ST. LOUIS to SPRINGFIELD, STATE LINE and FORT SCOTT.

Atlantic & Pacific Railroad.

MILES.	STATIONS.	MILES.
330	ST. LOUIS	0
311	MARAMEC.....	19
293	Pacific City *.....	18
288	Catawissa.....	5
286	Calvey.....	2
281	Moselle.....	5
274	St. Clair.....	7
264	Staunton.....	10
259	Sullivan.....	5
252	Bourbon.....	7
247	Leasburg.....	5
239	Cuba.....	8
232	Knobview.....	7
226	St. JAMES.....	6
221	Dillon.....	5
216	Rolla *.....	5
206	York's.....	10
204	Arlington.....	2
203	Jerome.....	1
192	Dixon.....	11
186	Hancock.....	6
180	Crocker.....	6
174	Woodend.....	6
167	Richland.....	7
159	Stoutville.....	8
152	Sleeper.....	7
145	Lebanon	7

Junction Laclede and Fort Scott Railroad, 110 Miles.

136	Brush Creek.....	9	194
128	Conway.....	8	202
120	Niangna.....	8	210
113	MARSHFIELD.....	7	217

*Dining Stations.

MILES.	STATIONS.	MILES.
107	Bunker Hill.....	6
99	Stafford.....	8
89	Springfield *.....	10
83	Dorchester.....	6
79	Brookline.....	4
69	Plymouth.....	10
64	Logan's.....	5
57	Aurora.....	7
52	VERONA.....	5
45	Billings.....	7
39	PIERCE CITY.....	6


Van Buren Branch, 125 Miles.

34	Berwick.....	5	296
28	Ritchieville.....	6	302
23	GRANBY CITY.....	5	307
15	Neosho	8	315

0 **STATE LINE**.....15 330

THE ATLANTIC AND PACIFIC RAILROAD,

now finished to the Kansas State Line, 330 miles, runs for the most part, through a beautiful country, with a fruitful soil and climate as genial as that of Italy. The mineral wealth of this section of Missouri is immense, abounding in iron, lead and copper.

 This is the shortest and cheapest Route for Freight and Passengers, to all points in Northern Arkansas, Texas, and the Indian Territory. STAGES run from Pierce City to Fort Smith and Fort Gibson. Time from St. Louis, 44 hours.

THE ATLANTIC AND PACIFIC RAILROAD

will be extended through the Indian Territory, along the 35th parallel of latitude.

THE LACLEDE AND FORT SCOTT RAILROAD,


when finished, will form a direct route from St. Louis to Ft. Scott, Kan., 255 miles.

ST. LOUIS TO KANSAS CITY, OTTUMWA AND OMAHA.


North Missouri Railroad.

MILES.	STATIONS.	MILES.
272	ST. LOUIS	0
270	Gambles	2
267	Bellefontaine	3 5
265	Jennings	2 7
261	Ferguson	4 11
259	Graham's	2 13
257	Bridgton	2 15
254	Bonfils	3 18
252	Brotherton	2 20
251	St. Charles	1 21
247	Elm Point Switch	4 25
242	Dardenne	5 30
238	O'Fallon	4 34
234	Perruque	4 38
232	Gilmore	2 40
229	Wentzville	3 43
223	Millville	6 49
220	Wright's	3 52
214	Warrenton	6 58
208	Pendleton	6 64
204	Jonesburg	4 68
199	High Hill	5 73
195	New Florence	4 77
189	Montgomery *	6 83
182	Wellsville	7 90
177	Martinsburg	5 95
170	Benton City	7 102
163	MEXICO	7 109
158	Thompson	5 114
150	Centralia Junction	8 122
142	Sturgeon	8 130
137	Clark	5 135
132	Renick	5 140
126	Moberly June	6 146
119	Huntsville	7 153
112	Clifton	7 160
105	Salisbury	7 167
98	Keytesville	7 174
94	Dalton	4 178
86	Brunswick	8 186

MILES.	STATIONS.	MILES.
80	Dewitt	6 192
76	Miami	4 196
70	Wakenda	6 202
63	Carrollton	7 209
54	Norborne	9 218
46	Hardin	8 226
40	R. and L Junction*	6 232

 Connects with the *St. Joseph Division*.

35	Camden	5 237
29	Orrick	6 243
17	Missouri City	12 255
12	Liberty Landing	5 260
9	North Missouri June	3 263
1	HARLEM	8 271
0	KANSAS CITY	1 272

 Connects at Kansas City with the *Kansas Pacific*, for all points in Kansas and California; the *Missouri River, Fort Scott and Gulf Railroad*, for Fort Scott, &c.; and the *Leavenworth, Lawrence and Galveston Railroad*, for Humboldt, &c.

NORTHERN DIVISION.


276	ST. LOUIS	0
130	Moberly	146
124	Cairo	6 152
118	Jacksonville	6 158
112	Woodswitch	6 164
107	Macon *	5 168

Junction *Hannibal and St. Joseph Railroad*.

95	Atlanta	12 181
86	La Plata	9 190
79	Millard	7 197
72	Kirksville	7 204
64	Sublett's	8 212
61	Green Top	3 215
57	Queen City	4 219

*Dining Stations.


MILES.	STATIONS.	MILES.
49	Glenwood.....	8 227
41	Coatesville.....	8 235
34	Moulton.....	7 242
28	West Grove.....	6 248
20	Bloomfield.....	8 256
0	Ottumwa	20 276

 Connects with the *Des Moines Valley Railroad.*

ST. JOSEPH DIVISION.

304	ST. LOUIS	0
72	R. and L. Junction.....	232
67	Richmond.....	5 247
62	Swanwick.....	5 242
57	Foote Station.....	5 247
53	Vibbard.....	4 251
48	Lawson.....	5 256
43	Converse.....	5 261
38	Lathrop.....	5 266
34	Lyon.....	4 270
30	Plattsbury.....	4 274
25	Turner.....	5 279
21	Gower.....	4 283
16	Frazier.....	5 288
12	Agency Ford.....	4 292
7	Matney.....	5 297
0	ST. JOSEPH	7 304

(*Missouri River.*)

 Connects with *Kansas City, St. Joseph and Council Bluffs Railroad.*

Kansas City, St. Joseph and Council Bluffs Railroad.

MILES.	STATIONS.	MILES.
204	KANSAS CITY	0
202	HARLEM.....	2
197	Stonington.....	5 7
194	Parkville.....	3 10
187	Waldron.....	7 17
179	E. LEAVENWORTH.....	8 25
173	Beverly.....	6 31
163	Iatan.....	10 41
153	WINTHROP, op. Atchis'n.	10 51
149	Rushville.....	4 55
138	Lake Station.....	11 66
134	Han. & St. Joseph Junc.	4 70
133	St. Joseph	1 71
124	Amazonia.....	9 80
120	Nodaway.....	4 84
113	Forbes.....	7 91
105	Forest City.....	8 99
95	Bigelow.....	10 109
82	Corning.....	13 122
69	Phelps.....	13 135
55	Hamburg.....	14 149
44	EAST NEBRASKA CITY..	11 160
38	Percival.....	6 166
29	Bartlett.....	9 175
21	Pacific Junction.....	8 183
18	PACIFIC.....	3 186
4	Council Bluffs	14 200
1	Missouri River.....	3 203
0	OMAHA	1 204

NORTH MISSOURI RAILROAD,

The Shortest Line from St. Louis to the

WEST AND NORTH.

Three EXPRESS TRAINS leave ST. LOUIS, Daily, making close connections at OTTUMWA, KANSAS CITY, ST. JOSEPH and COUNCIL BLUFFS.

Pullman's Palace Sleeping Cars on the Night Trains.

BOSTON to ALBANY, DETROIT and MILWAUKEE, via GREAT WESTERN RAILWAY OF CANADA.

Boston & Albany Railroad.

MILES.	STATIONS.	MILES.
200	BOSTON , Mass.....	0
195	Brighton	5
179	S. Framingham	21
176	Ashland	24
173	Cordaville	27
172	Southville	28
168	Westboro	32
162	Grafton	38
156	WORCESTER	44
155	Worcester Junction.....	45
147	Rochdale	53
143	Charlton	57
138	Spencer	62
133	Brookfield	67
131	West Brookfield	69
127	Warren	73
121	Brimfield	79
117	Palmer	83
111	Wilbraham	89
108	Indian Orchard	92
102	SPRINGFIELD *	98
100	W. Springfield	100
92	Westfield	108
84	Russell	116
81	Huntington	119
74	Chester	126
69	Middlefield	131
65	Becket	135
62	Washington	138
57	Hinsdale	143
54	Dalton	146
49	Pittsfield	151
46	Shaker Village	154
41	Richmond	159
38	N. Y. State Line.....	162
33	Canaan	167
28	East Chatham	172
23	Chatham	177
19	Chatham Centre.....	181
16	Kinderhook	184
8	Schodack	192

MILES.	STATIONS.	MILES.
1	Greenbush	7
0	ALBANY	1
		200

New York Central Railroad.

304	ALBANY , N. Y....	200
287	Schenectady	217
278	Hoffman's	226
271	Amsterdam	233
260	Fonda	244
252	Spraker's	252
249	Palatine Bridge	255
246	Fort Plain	258
240	St. Johnsville	264
230	Little Falls	274
223	Herkimer	281
221	Ilion	283
218	Frankfort	286
209	UTICA *	295
205	Whitesboro'	299
202	Oriskany	302
195	Rome	309
186	Verona	318
182	Oneida	322
177	Canastota	327
173	Canaseraga	331
171	Chittenango	333
167	Kirkville	337
164	Manlius	340
156	SYRACUSE	348
147	Warners	357
139	Jordan	365
131	Port Byron	373
124	Savannah	380
118	Clyde	386
112	Lyons	392
105	Newark	399
97	Palmyra	407
93	Macedon	411
85	Fairport	419
75	ROCHESTER *	429
	To Buffalo, 69 Miles.	

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
66	Spencerport.....	9	438	180	Dundas.....	7	554
63	Adams Basin.....	3	441	175	Copetown.....	5	559
58	Brockport.....	5	446	171	Lynden.....	4	563
54	Holley.....	4	450	168	HARRISBURG.....	3	566
50	Murray.....	4	454	158	Paris	10	576
45	ALBION.....	5	459	Junc. Buffalo & Goderich R. R.			
39	Knowlesville.....	6	465	151	Princeton.....	7	583
35	Medina.....	4	469	144	Eastwood.....	7	590
31	Middleport.....	4	473	139	WOODSTOCK.....	5	595
26	Gasport.....	5	478	134	Beachville.....	5	600
19	Lockport	7	485	130	Ingersoll.....	4	604
16	Lockport Junction.....	3	488	120	Dorchester.....	10	614
9	Sanborn.....	7	495	111	London*	9	623
0	Suspension Br.	9	504	101	Komoka.....	10	633
To Niagara Falls, 2 Miles.				96	Mt. Brydges.....	5	638
				90	Longwood.....	6	644
				80	Glencoe.....	10	654
Great Western (Canada) R. R.				74	Newbury.....	6	660
230	Suspension Br.	504		69	Bothwell	5	665
221	Thorold, Canada.....	9	513	61	Thamesville.....	8	673
219	ST. CATHERINE'S.....	2	515	55	Lewisville.....	6	679
213	Jordan.....	6	521	46	Chatham	9	688
207	Beamsville.....	6	527	32	Baptiste Creek.....	14	702
203	Grimsby.....	4	531	27	Stoney Point.....	5	707
198	Winona.....	5	536	18	Belle River.....	9	716
193	Stoney Creek.....	5	541	1	Windsor	17	733
187	HAMILTON*	6	547	(Detroit River.)			
To Toronto, 39 Miles.				0	DETROIT, Mich.	1	734

DETROIT to GRAND HAVEN and MILWAUKEE.

Detroit & Milwaukee R. R.			157	Muir.....	10	117
274	DETROIT	0	150	IONIA.....	7	124
270	Grand Trunk Junction..	4	135	Lowell.....	15	139
248	PONTIAC.....	22	116	Grand Rapids	19	158
241	Waterford.....	7	<i>June, Grand Rapids & Indiana R. R.</i>			
227	HOLLY.....	14	107	Berlin.....	9	167
<i>June, Flint & P. M. Railroad.</i>			88	Spring Lake.....	19	186
207	Gaines.....	20	87	Ferrysburg.....	1	187
196	Owosso	11	85	Grand Haven	2	189
<i>June, Jackson, Lansing & Saginaw R. R.</i>			<i>(Lake Michigan.)</i>			
186	Ovid.....	10	0	MILWAUKEE	85	274
176	St. JOHN'S.....	10	<i>Connects with Milwaukee & St. Paul</i>			
167	Fowler.....	9	<i>Railway, and Steamers on L. Michigan.</i>			

BOSTON to DETROIT CHICAGO AND OMAHA.

Boston and Albany Railroad.

MILES.	STATIONS.	MILES.
734	BOSTON	0
690	Worcester	44
636	Springfield	54 98
583	PITTSFIELD	53 151
534	ALBANY	49 200

New York Central Railroad.

517	SCHENECTADY.....	17 217
439	Utica	78 295
425	ROME.....	14 309
387	Syracuse	38 347
342	LYONS.....	45 392
306	Rochester	36 428
250	LOCKPORT.....	56 484
230	Suspension Br'ge	20 504

Great Western Railway of Canada.

187	Hamilton	43 547
158	PARIS.....	28 576
111	London	47 623
46	CHATHAM.....	65 688
1	WINDSOR.....	45 733
0	DETROIT	1 734

Michigan Central Railroad.

284	DETROIT , Mich.....	734
281	Grand Trunk Junc.....	3 737
274	Dearborn.....	7 744
270	Inksters.....	4 748
266	Wayne.....	4 752
261	Secords.....	5 757
259	Denton's.....	2 759
254	Ypsilanti	5 764
250	Geddes.....	4 768
246	Ann Arbor	4 772
243	Foster's.....	3 775
241	Delhi.....	2 777
239	Scio.....	2 779
237	Dexter.....	2 781
229	Chelsea.....	8 789

MILES.	STATIONS.	MILES.
222	Francisco.....	7 796
218	Grass Lake.....	4 800
215	Leoni.....	3 803
212	Michigan Central.....	3 806
208	Jackson	4 810
203	Trumbull's.....	5 815
197	Parma.....	6 821
194	Concord.....	3 824
192	Bath Mills.....	2 826
188	Albion.....	4 830
183	Marengo.....	5 835
176	Marshall	7 842
171	Ceresco.....	5 847
169	White's.....	2 849
163	Battle Creek	6 855
158	Bedford.....	5 860
154	Augusta.....	4 864
149	Galesburg.....	5 869
144	Comstock.....	5 874
140	Kalamazoo	4 878
135	Ostemo.....	5 883
128	Mattawan.....	7 890
124	Lawton.....	4 894
122	White Oaks.....	2 896
116	Decatur.....	6 902
112	Tietzort's.....	4 906
105	Dowagiac.....	7 913
99	Pokagon.....	6 919
93	Niles	6 925
87	Buchanan.....	6 931
82	Dayton.....	5 936
79	Galien.....	3 939
75	Avery's.....	4 943
73	Three Oaks.....	2 945
66	New Buffalo.....	7 952
61	Corymbo.....	5 957
56	Michigan City	5 962
50	Furnessville.....	6 968
44	Porter.....	6 974
35	Lake	9 983
29	Tolleston.....	6 989
14	Calumet.....	15 1,004
0	CHICAGO	14 1,018

Chicago and Northwestern Railroad.

MILES.	STATIONS.	MILES.
492	CHICAGO	1,018
486	Austin.....	6 1,024
483	Harlem.....	3 1,027
476	Cottage Hill.....	7 1,034
472	Lombard.....	4 1,038
469	Danby.....	3 1,041
467	Wheaton.....	2 1,043
464	Winfield.....	3 1,046
462	Junction	2 1,048
456	Geneva.....	6 1,054
451	La Fox.....	5 1,059
448	Blackberry.....	3 1,062
441	Lodi.....	7 1,069
437	Cortland.....	4 1,073
434	De Kalb.....	3 1,076
430	Malta.....	6 1,082
422	Creston.....	6 1,088
417	Rochelle.....	5 1,093
408	Ashton.....	9 1,102
404	Franklin.....	4 1,106
399	Nachusa.....	5 1,111
394	Dixon	5 1,116
388	Nelson.....	6 1,122
382	Sterling.....	6 1,128
379	Galt.....	3 1,131
368	Morrison.....	11 1,142
356	Fulton	12 1,154

(Mississippi River.)

354	Clinton, Iowa	2 1,156
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IOWA DIVISION.

354	Clinton, Iowa	1,156
349	Camanche.....	5 1,161
344	Low Moor.....	5 1,166
340	Malone.....	4 1,170
335	De Witt.....	5 1,175
323	Calamus.....	12 1,187

MILES.	STATIONS.	MILES.
319	Wheatland.....	4 1,191
314	Loudon.....	5 1,196
307	Clarence.....	7 1,203
302	Stanwood.....	5 1,208
290	Lisbon.....	12 1,220
289	Mt. Vernon.....	1 1,221
282	Bertram.....	7 1,228
273	Cedar Rapids	9 1,237
264	Fairfax.....	9 1,246
248	Blairstown.....	16 1,262
243	Luzerne.....	5 1,267
238	Belle Plains.....	5 1,272
232	Chelsea.....	6 1,278
222	Tama.....	10 1,288
215	Oxford.....	7 1,295
212	LeGrand.....	3 1,298
203	Marshall.....	9 1,307
189	State Center.....	14 1,321
181	Colo.....	8 1,329
174	Nevada.....	7 1,336
162	Ontario.....	12 1,348
152	Roone	10 1,358
140	Ogden.....	12 1,370
135	Beaver.....	5 1,375
128	Grand Junction.....	7 1,382
122	North Jefferson.....	6 1,388
113	Scranton.....	9 1,397
104	Glidden.....	9 1,406
96	Carroll.....	8 1,414
86	Tip Top.....	10 1,424
83	West Side.....	3 1,427
68	Denison	15 1,442
59	Crawford.....	9 1,451
51	Dunlap.....	8 1,459
41	Woodbine.....	10 1,469
25	Mo. Valley Junction...	16 1,485
10	Crescent.....	15 1,500
4	Council Bluffs ...	6 1,506
1	Missouri River.....	3 1,509
0	OMAHA, Neb	1 1,510

OMAHA to OGDEN, Utah.....1,032 Miles

OGDEN to SAN FRANCISCO, Cal.....881 "

Total, BOSTON to SAN FRANCISCO, via Chicago.....3,423 Miles.



OMAHA to CHEYENNE, OGDEN, UTAH & SAN FRANCISCO.

Union Pacific Railroad.

MILES.	STATIONS.	MILES.
1,032	OMAHA , Neb.,.....	0
1,022	Gilmore.....	10
1,017	Papillion.....	5 15
1,003	Elkhorn.....	14 29
997	Valley.....	6 35
985	Fremont *.....	12 47
978	Ketchum.....	7 54
970	North Bend.....	8 62
956	Schuyler.....	14 76
948	Richland.....	8 84
940	COLUMBUS.....	8 92
933	Jackson.....	7 99
923	Silver Creek.....	10 109
911	Clark's.....	12 121
900	Lone Tree.....	11 132
890	Chapman's.....	10 142
878	GRAND ISLAND*.....	12 154
870	Pawnee.....	8 162
860	Wood River.....	10 172
849	Gibbon.....	11 183
841	KEARNEY.....	8 191
831	Stevenson.....	10 201
820	Elm Creek.....	11 212
811	Overton.....	9 221
802	Plum Creek.....	9 230
792	Cayote.....	10 240
782	Willow Island.....	10 250
772	Warren.....	10 260
764	Brady Island.....	8 268
755	McPherson.....	9 277
741	NORTH PLATTE*.....	14 291
733	Nichols.....	8 299
724	O'Fallon's.....	9 308
710	Alkali.....	14 322
700	Roscoe.....	10 332
690	Ogalalla.....	10 342
681	Brule.....	9 351
671	Big Spring.....	10 361
655	JULESBURG	16 377

MILES.	STATIONS.	MILES.
645	Chappel.....	10 387
635	Lodge Pole.....	10 397
624	Colton.....	11 408
618	SIDNEY*.....	6 414
609	Brownson.....	9 423
599	Potter.....	10 433
590	Bennett.....	9 442
581	Antelope.....	9 451
569	Bushnell.....	12 463
559	Pine Bluff, W. Ter.....	10 473
548	Egbert.....	11 484
536	Hillsdale.....	12 496
524	Archer.....	12 508
516	CHEYENNE	8 516

To DENVER, 106 Miles.

509	Hazard.....	7 523
501	Otto.....	8 531
496	Granite Canon.....	5 536
490	Buford.....	6 542
483	Sherman, (Summit).....	7 549
474	Harney.....	9 558
468	Red Buttes.....	6 564
462	Fort Sanders.....	6 570
459	LARAMIE*.....	3 573
451	Howell's.....	8 581
445	Wyoming.....	6 587
430	Cooper's Lake.....	15 602
426	Lookout.....	4 606
409	Rock Creek.....	17 623
394	Como.....	15 638
384	Medicine Bow.....	10 648
376	Carbon.....	8 656
370	Simpson.....	6 662
363	Percy.....	7 669
357	Dana.....	6 675
352	St. Mary's.....	5 680
344	Walcott's.....	8 688
336	Fort Steele.....	8 696
328	Grenville.....	8 704

* Dining Stations.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
323	RAWLINS*.....	5	709	TOANO.....	9	1,217	
309	Separation.....	14	723	Pequop.....	8	1,225	
295	Creston.....	14	737	Independence.....	12	1,237	
280	Wash-a-kie.....	15	752	Moore's.....	4	1,241	
271	Red Desert.....	9	761	Cedar.....	4	1,245	
257	Table Rock.....	14	775	Wells.....	6	1,251	
247	BITTER CREEK*.....	10	785	Tulasco.....	8	1,259	
238	Black Buttes.....	9	794	Deeth.....	12	1,271	
234	Hallville.....	4	798	Halleck.....	17	1,288	
227	Point of Rocks.....	7	805	Osino.....	10	1,298	
215	Salt Wells.....	12	817	ELKO*.....	10	1,308	
201	Rock Springs.....	14	831	Moleen.....	12	1,320	
187	Green River.....	14	845	CARLIN.....	11	1,331	
174	BRYAN.....	13	858	Palisade.....	10	1,341	
156	Granger.....	18	876	Beowawe.....	18	1,359	
145	Church Buttes.....	11	887	Shoshone.....	10	1,369	
128	Carter.....	17	904	Argenta.....	11	1,380	
119	Bridger.....	9	913	Battle Mountain.....	17	1,397	
104	Leroy.....	15	928	Stone House.....	14	1,411	
95	Piedmont.....	9	937	Iron Point.....	12	1,423	
77	Aspen.....	18	955	Golconda.....	12	1,435	
75	Evanston, Utah.....	2	957	Tule.....	12	1,447	
66	WAHSATCH*.....	9	966	461	WINNEMUCCA*.....	5	1,452
57	Castle Rock.....	9	975	450	Rose Creek.....	11	1,463
41	Echo.....	16	991	440	Raspberry Creek.....	10	1,473
25	Weber.....	16	1,007	433	Mill City.....	7	1,480
13	Devil's Gate.....	12	1,019	421	HUMBOLDT*.....	12	1,492
8	Uintah.....	5	1,024	410	Rye Patch.....	11	1,503
0	OGDEN	8	1,032	399	Oreana.....	11	1,514
To SALT LAKE CITY, 37 Miles.			388	Lovelock's.....	11	1,525	
			372	Brown's.....	16	1,541	
			360	White Plains.....	12	1,553	
			345	Hot Springs.....	15	1,568	
			334	Desert.....	11	1,579	
			326	WADSWORTH*.....	8	1,587	
			311	Clark's.....	15	1,602	
			299	Camp.....	12	1,614	
			291	RENO.....	8	1,622	
			280	Verdi, Cal.....	11	1,633	
			265	Boca.....	15	1,648	
			257	TRUCKEE*.....	8	1,656	
			242	Summit, Sierras.....	15	1,671	
			236	Cascade.....	6	1,677	
			229	Cisco.....	7	1,684	

* Dining Stations.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
220	Emigrant Gap.....	9	1,693	138	SACRAMENTO. 8	1,775	
215	Blue Canon.....	5	1,698	112	Galt.....	26	1,801
206	Alta	9	1,707	91	STOCKTON.....	21	1,822
204	Dutch Flat	2	1,709	81	Lathrop.....	10	1,832
201	Gold Run	3	1,712	74	Bantas	7	1,839
191	COLFAX*.....	10	1,722	69	Ellis.....	5	1,844
173	Auburn	18	1,740	47	Livermore.....	22	1,866
168	New Castle.....	5	1,745	41	Pleasanton	6	1,872
161	Pino.....	7	1,752	29	Niles.....	12	1,884
159	Rocklin.....	2	1,754	6	Oakland	23	1,907
156	Junc. Cal. & Or. R. R.	3	1,757		(Bay of San Francisco.)		
146	Arcade.....	10	1,767	0	S. FRANCISCO.	6	1,913

THE CENTRAL PACIFIC RAILROAD,

The Last Link in the Great chain of Railroads connecting the
ATLANTIC AND PACIFIC OCEANS.

THE C. P. R. R.

CONNECTS WITH THE

Union Pacific Railroad at Union Junction,
ON THE NORTHERN SHORES OF GREAT SALT LAKE.

FROM THIS POINT TO

SAN FRANCISCO,
THE CENTRAL PACIFIC RAILROAD

Passes over a Route which presents the
Most Varied and Attractive Scenery on the Continent.

The C. P. R. R. is a wonderful achievement of engineering skill and perfection in Railroad construction. The numerous connections of the **CENTRAL PACIFIC RAILROAD** by Rail, Steamers and Stages, enables the Traveller to reach any point either in

CALIFORNIA, OREGON AND BRITISH AMERICA,

OR ACROSS THE PACIFIC OCEAN TO

JAPAN, CHINA AND INDIA.

**BOSTON TO ALBANY, BUFFALO, TOLEDO, CHICAGO,
DAVENPORT, OMAHA AND SAN FRANCISCO, Via
UNION PACIFIC RAILROAD.**

Boston and Albany Railroad.

MILES.	STATIONS.	MILES.
200	BOSTON	0
179	S. Framingham ..	21
156	WORCESTER	23 44
<i>Junc. Norwich and Worcester R. R.</i>		
131	West Brookfield ..	25 69
117	Palmer	39 83
102	SPRINGFIELD ..	15 98

*Junction New Haven, Hartford and
Springfield Railroad.*

92	Westfield	10 108
49	Pittsfield	43 151
23	Chatham	26 177
0	ALBANY	23 200


New York Central Railroad.

298	ALBANY	200
281	Schenectady	17 217
224	Little Falls	57 274
203	Utica	21 295
188	Rome	14 309
176	Oneida	12 321
150	SYRACUSE	26 347
105	Lyons	45 392
69	ROCHESTER	36 428
59	CHILI	11 439
55	Churchville	4 443


MILES.	STATIONS.	MILES.
52	Bergen.....	3 446
45	Byron.....	7 453
37	Batavia	8 461
30	Crofts.....	7 468
25	Corfu.....	5 473
20	Alden.....	5 478
17	Wende.....	3 481
11	Lancaster.....	6 487
8	Forks.....	3 490
0	BUFFALO	8 498

Lake Shore Railroad.

540	BUFFALO	498
530	Hamburgh.....	10 508
526	Lake View.....	4 512
519	Angola.....	7 519
514	Farnham.....	5 524
511	Irving.....	3 527
509	Silver Creek.....	2 529
500	Dunkirk	9 538

 Connects with *Erie Railway.*

491	Brocton.....	9 547
483	Westfield.....	8 555
475	Ripley.....	8 563
472	State Line.....	3 566
467	Northeast, Pa.....	5 571
463	Morehead's.....	4 575
460	Harbor Creek.....	3 578
456	Wesleyville.....	4 582
452	ERIE	4 586

 Connects with *Philadelphia and
Erie Railway.*

444	Swanville.....	8 594
441	Fairview.....	3 597
437	GIRARD.....	4 601
432	Springfield.....	5 606
424	Conneaut.....	8 614
417	Kingsville.....	7 621

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
411	Ashtabula	6	627	226	Wood.....	7	812
406	Saybrook.....	5	632	223	Riga.....	3	815
402	Geneva.....	4	636	221	Blissfield.....	2	817
399	Unionville.....	3	639	217	Palmyra Junction.....	4	821
396	Madison.....	3	642	211	Adrian	6	827
391	Perry.....	5	647	206	Dover T't.....	5	832
386	PAINESVILLE	5	652	200	Clayton.....	6	838
379	Mentor.....	7	659	194	Hudson.....	6	844
375	Willoughby	4	663	187	Pittsford.....	7	851
371	Wickliffe.....	4	667	183	Osseo.....	4	855
366	Euclid.....	5	672	178	Hillsdale.....	5	860
357	CLEVELAND	9	681	174	Jonesville.....	4	864
356	Atlantic & Gt. W. Depot	1	682	168	Allen's.....	6	870
344	Berea.....	12	694	162	Quincy.....	9	876
341	Olmsted Falls.....	3	697	155	Coldwater	7	883
336	Ridgeville.....	5	702	145	Bronson.....	10	893
331	Elyria.....	5	707	138	Burr Oak.....	7	900
323	OBERLIN	8	715	132	Sturgis.....	6	906
318	Kipton.....	5	720	127	Side Track.....	5	911
313	Wakeman.....	5	725	120	White Pigeon.....	7	918
308	Townsend.....	5	730	114	Middlebury.....	6	924
301	Norwalk.....	7	737	109	Bristol.....	5	929
297	Monroeville	4	741	101	Elkhart	8	937
289	Bellevue.....	8	749	96	Osceola.....	5	942
282	Clyde	7	756	90	Mishawka.....	6	948
273	Fremont.....	9	765	86	South Bend.....	4	952
267	Lindsey.....	6	771	74	Terre C'pe.....	12	964
261	Elmore.....	6	777	73	N. Carlisle.....	1	965
257	Genoa.....	4	781	59	Laporte	14	979
252	Millbury.....	5	786	50	Holmesville.....	9	988
244	TOLEDO	8	794	47	Selkirk's.....	3	991
				41	Chesterton.....	6	997
				30	Miller's.....	11	1,008
				23	Pine.....	7	1,015
				12	Ainsworth.....	10	1,026
				6	Englewood.....	6	1,032
				0	CHICAGO	6	1,038

Michigan Southern Railroad.

244	TOLEDO	794	
241	Junction.....	3	797
233	Sylvania.....	8	805

Michigan Southern Railroad.

244	TOLEDO		794
241	Junction.....	3	797
233	Sylvania.....	8	805


CHICAGO to OMAHA, Neb., via Davenport, Iowa, 494 Miles.
 OMAHA to OGDEN, Utah, via Union Pacific Railroad, 1,032 "
 OGDEN to SAN FRANCISCO, Cal., via Central Pacific Railroad.. 881 "

Total, BOSTON to SAN FRANCISCO, 3,445 Miles.


BUFFALO to CLEVELAND, TOLEDO AND CHICAGO, Via LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

BUFFALO AND ERIE DIVISION.


MILES.	STATIONS.	MILES.
183	BUFFALO	0
173	Hamburgh.....	10
169	Lake View.....	4 14
162	Angola.....	7 21
157	Farnham.....	5 26
154	Irving.....	3 29
152	Silver Creek.....	2 31
143	Dunkirk*	9 40

 Connects with the *Erie Railway*.

134	Brocton.....	9 49
126	WESTFIELD.....	8 57
118	Ripley.....	8 65
115	State Line.....	3 68
110	Northeast.....	5 73
103	Harbor Creek.....	7 80
95	Erie*	8 88

 Connects with *Phila. & Erie R. R.*

87	Swanville.....	8 96
84	Fairview.....	3 99
80	GIRARD.....	4 103
75	Springfield.....	5 108
67	Conneaut.....	8 116
60	Kingsville.....	7 123
54	ASHTABULA.....	6 129
49	Saybrook.....	5 134
45	Geneva.....	4 138
42	Unionville.....	3 141
39	Madison.....	3 144
34	Perry.....	5 149
29	PAINESVILLE.....	5 154
18	Willoughby.....	11 165
14	Wickliffe.....	4 169
9	Euclid.....	5 174
0	CLEVELAND	9 183

 Connects with *Railroads*, and *Steamers* on Lake Erie.

TOLEDO DIVISION.

113	CLEVELAND	183
100	BEREA.....	13 196

MILES.	STATIONS.	MILES.
87	Elyria.....	13 209
79	Oberlin.....	8 217
69	Wakeman.....	10 227
57	Norwalk.....	12 239
53	MONROEVILLE.....	4 243
38	CLYDE.....	15 253
29	FREMONT.....	9 267
13	Genoa.....	16 283
0	TOLEDO	13 296

MICHIGAN SOUTHERN DIVISION.

244	TOLEDO	296
241	Junction.....	3 299
233	Sylvania.....	8 307
223	Riga.....	10 317
217	Palmyra Junction.....	6 323
211	Adrian	6 329
200	Clayton.....	11 340
194	Hudson.....	6 346
187	Pittsford.....	7 353
183	Osseo.....	4 357
178	Hillsdale.....	5 362
174	Jonesville.....	4 366
162	Quincy.....	12 378
155	COLD WATER.....	7 385
145	Bronson.....	10 395
138	Burr Oak.....	7 402
132	Sturgis.....	6 408
120	WHITE PIGEON.....	12 420
114	Middlebury.....	6 426
101	Elkhart	13 439
96	Osceola.....	5 444
86	South Bend.....	10 454
73	North Carlisle.....	13 467
59	LAPORTE.....	14 481
50	Holmesville.....	9 490
41	Chesterton.....	9 499
30	Miller's.....	11 510
23	Pine.....	7 517
12	Ainsworth.....	11 528
6	Englewood.....	6 534
0	CHICAGO	6 540

CLEVELAND to COLUMBUS, CINCINNATI AND ST. LOUIS.

Cleveland, Columbus, Cincinnati & Indianapolis R. R.

MILES.	STATIONS.	MILES.
138	CLEVELAND	0
	Mahoning Bridge.	
125	Berea.....	13
122	Olmsted.....	3 16
119	Columbia.....	3 19
112	GRAFTON.....	6 25
108	La Grange.....	5 30
101	Wellington.....	7 37
96	Rochester.....	5 42
90	New London.....	6 48
83	Greenwich.....	7 55
77	Shiloh.....	6 61
71	SHELBY.....	6 67
67	Sharon Siding.....	4 71
62	CRESTLINE*	5 76
58	Galion.....	4 80
52	Iberia.....	6 86
45	Gilead.....	7 93
41	Cardington.....	4 97
34	Ashley.....	7 104
30	Eden.....	4 108
24	Delaware	6 114
Springfield Branch, 50 Miles.		
20	Berlin.....	4 118
16	Lewis Centre.....	4 122
14	Orange.....	2 124
11	Westerville.....	3 127
8	Worthington.....	3 130
0	COLUMBUS	8 138

Little Miami Railroad.

120	COLUMBUS	138
115	Alton.....	5 143
105	West Jefferson.....	10 153
100	Glade Run.....	5 158
95	LONDON.....	5 163
89	Florence.....	6 169
84	South Charleston.....	5 174

MILES.	STATIONS.	MILES.
79	Selma.....	5 179
73	Cedarville.....	6 185
69	Pierce's.....	4 189
65	Xenia	4 193
58	Spring Valley.....	7 200
56	Claysville.....	2 202
51	Corwin.....	5 207
45	Freeport.....	6 213
41	Fort Ancient.....	4 217
36	Morrow	5 222
31	South Lebanon.....	5 227
27	Foster's.....	4 231
23	LOVELAND.....	4 235
17	Miamiville.....	6 241
14	Milford.....	3 244
9	Plainville.....	5 249
3	Pendleton.....	6 255
0	CINCINNATI	3 258

INDIANAPOLIS DIVISION.

Cleveland, Columbus, Cincinnati & Indianapolis R. R.

282	CLEVELAND	0
257	GRAFTON.....	25
215	SHELBY.....	42 67
207	Crestline*	8 75
202	Galion.....	5 80
195	Side Track.....	7 87
191	Caledonia.....	4 91
182	MARION.....	9 100
175	Gurleys.....	7 107
172	Cary's.....	3 110
168	La Rue.....	4 114
161	Mt. Victory.....	7 121
158	Ridgeway.....	3 124
151	Rushsylvania.....	7 131
148	Harper.....	3 134
142	BELLEFONTAINE.....	6 140
133	De Graff.....	9 149
130	Quincy.....	3 152
126	Pemberton.....	4 156

* Dining Stations.

MILES.	STATIONS.	MILES.
120	SIDNEY.....	6 162
110	Houston.....	10 172
106	Russia.....	4 176
102	Versailles.....	4 180
97	Johnson's Mills.....	5 185
94	Dallas.....	3 188
85	Union *.....	9 197
81	Harrisville.....	4 201
75	Winchester.....	6 207
68	Farmland.....	7 214
64	Morristown.....	4 218
60	Selma.....	4 222
54	MUNCIE.....	6 228
48	Yorktown.....	6 234
43	Daleville.....	5 239
41	Chesterfield.....	2 241
36	Anderson.....	5 246
28	Pendleton.....	8 254
21	Fortville.....	7 261
16	McCord's.....	5 266
14	Oakland.....	2 268
10	Lawrence.....	4 272
0	INDIANAPOLIS	10 282

NOTE.—This Railway now comprises the *Columbus Division*, 138 miles; the *Springfield Branch*, 50 miles, and the *Indianapolis Division*, 207 miles,—making a total of 395 miles, known as the “BEE LINE.”

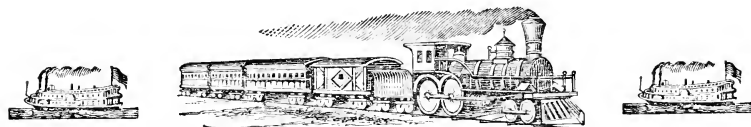
Indianapolis & St. Louis R. R.

MILES.	STATIONS.	MILES.
262	INDIANAPOLIS	282
250	Avon.....	12 294
242	Danville.....	7 301
234	Reno.....	9 310
223	Greencastle	11 321
209	Carbon.....	14 335
198	Grant.....	11 346
190	Terre Haute	8 354
178	Vermillion.....	12 366
171	Paris	7 373
145	CHARLESTON*.....	26 399
140	Stockton.....	5 404
134	Mattoon *.....	6 410
122	Windsor.....	12 422
95	PANA.....	27 449
83	NOKOMIS*.....	10 459
67	Hillsboro'.....	18 477
56	Litchfield.....	11 488
46	Gillespie.....	10 498
37	BUNKER HILL.....	9 507
28	Moro.....	9 516
22	ALTON JUNCTION.....	6 522

To Alton, 5 Miles.

1	East St. Louis	21 543
0	ST. LOUIS	1 544

Connects with the *Atlantic and Pacific*, *Missouri Pacific*, and *North Missouri Railroads*.



THIS IMPORTANT LINE OF TRAVEL

Forms the most Direct Route to

COLUMBUS and CINCINNATI on the SOUTH,


AND TO

INDIANAPOLIS and ST. LOUIS in the SOUTHWEST,

Connecting with RAILROADS running to KANSAS, COLORADO, UTAH and CALIFORNIA.

TOLEDO TO QUINCY, ST. LOUIS AND KEOKUK, Via TOLEDO, WABASH AND WESTERN RAILROAD.

MILES.	STATIONS.	MILES.
476	TOLEDO	0
467	Maumee City.....	9
459	Whitehouse.....	17
448	Liberty.....	8 28
441	NAPOLEON.....	7 35
426	DEFIANCE.....	15 50
415	Emerald.....	11 61
405	Antwerp.....	10 71
388	New Haven.....	17 88
382	Fort Wayne	6 94

 Connects with *Pittsburgh, Fort Wayne and Chicago Railroad.*

367	Roanoke.....	15 109
358	Huntington.....	9 118
345	Lagro.....	13 131
340	WABASH.....	5 136
326	PERU.....	14 150
319	Waverly.....	7 157
310	LOGANSPOUT.....	9 166
296	Rockfield.....	14 180
290	Delphi.....	6 186
281	Buck Creek.....	9 195
273	Lafayette	8 203
263	West Point.....	10 213
252	Attica.....	11 224
244	West Lebanon.....	8 232
234	State Line.....	10 242
226	DANVILLE.....	8 250
220	Catlin.....	6 256
213	Fairmount.....	7 263
206	Homer.....	7 270
190	TOLONO.....	16 286


Junction Illinois Central Railroad.

179	Norrie.....	11 297
173	Bement.....	6 303
164	Cerro Gordo.....	9 312
153	Decatur *.....	11 323


ST. LOUIS DIVISION.

MILES.	STATIONS.	MILES.
109	Decatur	323
102	Boody.....	7 330
90	Stonington.....	12 342
82	Taylorville.....	8 350
74	Palmer's.....	8 358
69	Morrison.....	5 363
61	Raymond.....	8 371
49	Litchfield.....	12 383
42	Drummond.....	7 390
36	Staunton.....	6 396
19	Edwardsville.....	17 413
1	East St. Louis	18 431
0	ST. LOUIS	1 432

153	Decatur	323
128	Mechanicsburg.....	25 348
114	Springfield	14 362
112	C. and A. Junction.....	2 364
97	Berlin.....	15 379
91	Alexander.....	6 385
80	JACKSONVILLE.....	11 396
70	Chapin.....	10 406
62	BLUFFS.....	8 414


 Connects with *Hannibal and Naples Branch, 50 Miles.*

56	MEREDOSIA.....	6 420
48	Versailles.....	8 428
39	Mt. Sterling.....	9 437
33	Mounds.....	6 443
28	CLAYTON.....	5 448

 Connects with *Keokuk Branch, 42 Miles in length.*

22	Camp Point.....	6 454
15	Paloma.....	7 461
9	Clola.....	6 467
0	QUINCY	9 476

(Mississippi River.)

 Connects at Quincy and Hannibal, with *Han. & St. Joseph R. R.*

HANNIBAL AND QUINCY TO ST. JOSEPH AND KANSAS CITY, Via HANNIBAL AND ST. JOSEPH RAILROAD.



MILES.	STATIONS.	MILES.
206	QUINCY	0
204	West Quincy.....	2
198	North River.....	6 8
191	PALMYRA JUNCTION*... 7	15

206	HANNIBAL	0
196	Barkley.....	10
191	PALMYRA Junction..... 5	15

191	PALMYRA Junction*.....	
176	Monroe.....	15 30
169	Hunnewell.....	7 37
164	Lakenan.....	5 42
159	Shelbina	5 47
147	Clarence.....	12 59
142	Round Grove.....	5 64
139	Carbon.....	3 67
136	Macon	3 70

Junction North Missouri Railroad.

131	Revier.....	5 75
127	Callao.....	4 79
120	New Cambria.....	7 86
112	Bucklin.....	8 94
106	St. Catherine.....	6 100
102	BROOKFIELD*.....	4 104
97	Laclede.....	5 109
90	Meadville.....	7 116
85	Wheeling.....	5 121
76	Chillicothe.....	9 130
71	Utica.....	5 135
66	Mooresville	5 140
61	Breckenridge.....	5 145
50	Hamilton.....	11 156
43	Kidder.....	7 163
35	CAMERON Junction*..... 8	171

MILES.	STATIONS.	MILES.
29	Osborn.....	6 177
21	Stewartsville.....	8 185
12	Easton.....	9 194
6	Saxton.....	6 200
0	ST. JOSEPH	6 206

(Missouri River.)

Connects at St. Joseph with all the Railroads running *South, North and West*,—running to *Missouri, Kansas, Indian Territory, Nebraska, Colorado, Wyoming, Utah, Nevada and California.*

55	CAMERON Junction.....	171
45	Turney.....	10 181
39	LATHROP.....	6 187
32	Holt.....	7 194
25	Kearney.....	7 201
20	Robertson.....	5 206
15	Liberty.....	5 211
7	Arnold.....	8 219
1	HARLEM.....	6 225
0	KANSAS CITY	1 226


Connects with *Kansas Pacific Railroad, and with Kansas City, St. Joseph and Council Bluffs Railroad.*

THREE FAST EXPRESS TRAINS,

Crossing the Mississippi at Quincy, and the Missouri at Kansas City, on Iron Bridges,—running **PALACE DAY COACHES, and PULLMAN'S SLEEPING PALACES** from Chicago and Quincy to St. Joseph, Kansas City and Omaha—without change of Cars.

* Dining Stations.

CHICAGO to ST. LOUIS, Via CHICAGO, ALTON & ST. LOUIS R. R.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
281	CHICAGO	0	43	Shipman.....	4 238
278	Bridgeport.....	3	38	Miles.....	5 243
276	Brighton Course.....	2 5	36	Brighton.....	2 245
269	Summit.....	7 12	30	Godfrey.....	6 251
263	Willow Springs.....	6 18	24	Alton	6 257
256	Lemont.....	7 25	20	Milton.....	4 261
249	Lockport.....	7 32	17	Edwardsville Junction... 3	264
243	Joliet	6 38	12	Mitchell.....	5 269
235	Elwood.....	8 46	7	Kinder.....	5 274
232	Hampton.....	3 49	5	Venice.....	2 276
228	Wilmington.....	4 53	1	East St. Louis	4 280
224	Braidwood.....	4 57	0	ST. LOUIS	1 281
220	Braceville.....	4 61			
215	Gardner.....	5 66		JACKSONVILLE DIVISION.	
212	Grundy.....	3 69		CHICAGO	0
207	DWIGHT.....	5 74	180	Bloomington	126
199	Odell.....	8 82	174	Covel.....	6 132
194	Cayuga.....	5 87	168	Stanford.....	6 138
189	Pontiac.....	5 92	157	Hopedale.....	11 149
178	CHENOA.....	11 103	149	Delavan.....	8 157
170	Lexington.....	8 111	144	San Jose.....	5 162
163	Towanda.....	7 118	135	MASON CITY.....	9 171
157	Normal.....	6 124	127	Greenview.....	8 179
155	Bloomington	2 126	119	Petersburg.....	8 187
148	Shirley.....	7 133	112	Tallula.....	7 194
140	McLean.....	8 141	106	Ashland.....	6 200
135	Atlanta.....	5 146	91	Jacksonville	15 215
131	Lawn Dale.....	4 150	80	Murrayville.....	11 226
124	Lincoln.....	7 157	74	Manchester.....	6 232
117	Broadwell.....	7 164	70	Roodhouse.....	4 236
113	Elkhart.....	4 168	66	Whitehall.....	4 240
108	Williamsville.....	5 173	57	Carrollton.....	9 249
103	Sherman.....	5 178	49	Kane.....	8 257
96	SPRINGFIELD	7 185	44	Jerseyville.....	5 262
94	Toledo, W. & W. June... 2	187	38	Delhi.....	6 268
87	Chatham.....	7 194	29	Godfrey.....	9 277
81	Auburn.....	6 200	23	ALTON.....	6 283
75	Virden.....	6 206	0	East St. Louis	23 306
71	Girard.....	4 210			
62	Anderson.....	9 219		 Connects with the Atlantic and Pacific, Missouri Pacific, North Missouri and Iron Mountain Railroads; also, with Steamboats of the Memphis and St. Louis Packet Company	
58	CARLINVILLE.....	4 223			
52	Macoupin.....	6 229			
47	Plainview.....	5 234			

CHICAGO to QUINCY AND ST. JOSEPH, Mo.

*Chicago, Burlington and
Quincy Railway.*

MILES.	STATIONS.	MILES.
263	CHICAGO	0
251	Riverside.....	12
245	Hinsdale.....	6 18
240	Downer's Grove.....	5 23
234	Naperville.....	6 29
225	AURORA.....	9 38
220	Oswego.....	5 43
217	Bristol.....	3 46
210	Plano.....	7 53
206	Sandwich.....	4 57
203	Somonauk.....	3 60
197	Leland.....	6 66
190	Earl.....	7 73
184	Meriden.....	6 79
179	Mendota*	5 84

Crossing Illinois Central Railroad.

171	Arlington.....	8 92
164	Malden.....	7 99
158	Princeton.....	6 105
150	Chicago, R. I., & P. June.	8 113
146	Buda.....	4 117
139	Neponset.....	7 124
131	Kewanee.....	8 132
123	GALVA.....	8 140
116	Altona.....	7 147
112	Oneida.....	4 151
107	Wataga.....	5 156
100	Galesburg*	7 163

BURLINGTON DIVISION, 44 Miles.

90	Abingdon.....	10 173
84	St. Augustine.....	6 179
80	Avon.....	4 183
77	Prairie City.....	3 186
71	Bushnell.....	6 192
67	Bardolph.....	4 196
59	MACOMB.....	8 204

MILES.	STATIONS.	MILES.
53	Colchester.....	6 210
51	Tennessee.....	2 212
45	Colmar.....	6 218
40	PLYMOUTH.....	5 223
36	Augusta.....	4 227
29	La Prairie.....	7 234
27	Toledo, W. & W. June..	2 236
21	Camp Point.....	6 242
16	Coatsburg.....	5 247
13	Paloma.....	3 250
11	Fowler.....	2 252
9	Cliala.....	2 254
0	QUINCY*	9 263

*(Mississippi River.)**Hannibal & St. Joseph R. R.*

206	QUINCY	263
191	Palmyra, Mo.	15 278
176	Monroe.....	15 293
169	Hunnewell.....	7 300
159	Shelbina.....	10 310
147	Clarence.....	12 322
139	Carbon.....	8 330
136	Macon*	3 333
131	Bevier.....	5 338
127	Callao.....	4 342
120	New Cambria.....	7 349
112	Bucklin.....	8 357
106	St. Catherine.....	6 363
102	BROOKFIELD*.....	4 367
97	Laclede.....	5 372
90	Meadville.....	7 379
85	Wheeling.....	5 384
76	CHILLICOTHE.....	9 393
71	Utica.....	5 398
61	Breckenridge.....	10 408
50	Hamilton.....	11 419
43	Kidder.....	7 426
35	CAMERON*.....	8 434

* Dining Stations.

CAMERON and KANSAS CITY BRANCH.

MILES.	STATIONS.	MILES.
55	Cameron Junction.....	434
39	Lathrop.....	16 450
15	Liberty.....	24 474
1	HARLEM.....	14 488
0	KANSAS CITY	1 489

Junction Kansas & Pacific Railroad.

MILES.	STATIONS.	MILES.
35	Cameron Junction.....	434
29	Osborn	6 440
21	Stewartsville.....	8 448
12	Easton.....	9 457
6	Saxton.....	6 463
0	ST. JOSEPH	6 469
Connects with <i>Kansas City, St. Joseph and Council Bluffs Railroad.</i>		

CHICAGO to BURLINGTON AND OMAHA.

C., B. & Q., and Bur. & Missouri Railroad.

503	CHICAGO	0
419	MENDOTA*.....	84
340	Galesburg *.....	79 163
331	Cameron.....	9 172
324	MONMOUTH.....	7 179
318	Young America.....	6 185
311	Biggsville.....	7 192
306	Sagetown.....	5 197
297	Carthage Junction.....	9 206
<i>(Mississippi River.)</i>		
296	BURLINGTON, I.	1 207

Bur. & Missouri River R. R.

296	BURLINGTON	207
287	Middletown.....	9 216
283	Danville.....	4 220
277	New London.....	6 226
268	Mt. Pleasant.....	9 235
261	Rome.....	7 242
254	Glendale.....	7 249
246	Fairfield.....	8 257
241	Whitfield.....	5 262
234	Batavia.....	7 269
227	Agency City.....	7 276
221	Ottumwa	6 282

Junction North Missouri Railroad.

213	Chillicothe.....	8 290
205	Frederic.....	8 298
196	ALBIA.....	9 307

188	Tyrone.....	8 315
182	Melrose.....	6 321
174	Russell.....	8 329
166	Chariton.....	8 337
158	Lucas.....	8 345
150	Woodburn.....	8 453
140	OSCEOLA.....	10 363
130	Murray.....	10 373
124	Thayer.....	6 379
116	Afton.....	8 387
106	CRESTON.....	10 397
101	Cromwell.....	5 402
92	Prescott.....	9 411
85	Corning.....	7 418
81	Brookville.....	4 422
76	Nodaway.....	5 427
71	Villisca.....	5 432
63	Stanton.....	8 440
55	RED OAK.....	8 448

Connects with *Nebraska City Branch.*

50	Hawthorn.....	5 453
46	Emerson.....	4 457
35	Milton.....	11 468
30	Loudon.....	5 473
25	Glenwood.....	5 478
21	Pacific Junction.	4 482


To PLATTSMOUTH, 4 Miles.

19	Pacific City.....	2 484
11	Trader's Point.....	8 492
5	Council Bluffs	6 498
2	Missouri River.....	3 501
0	OMAHA	2 503

CHICAGO to CAIRO & ST. LOUIS, Via ILLINOIS CENTRAL R. R.**CHICAGO DIVISION.**

MILES.	STATIONS.	MILES.
365	CHICAGO	0
359	Hyde Park.....	6
351	CALUMET.....	8 14
342	Thornton.....	9 23
337	MATTESON.....	5 28
336	Richton.....	1 29
331	Monee.....	5 34
325	Peotone.....	6 40
319	Manteno.....	6 46
310	Kankakee.....	9 55
301	Chebanse.....	9 64
296	Clifton.....	5 69
288	Danforth.....	8 77
284	GILMAN.....	4 81
281	Onarga.....	3 84
278	Spring Creek.....	3 87
273	Bulkley.....	5 92
267	Loda.....	6 98
263	Paxton.....	4 102
257	Pera.....	6 108
252	Rantoul.....	5 113
247	Thomasboro'.....	5 118
233	CHAMPAIGN*.....	9 127
233	Savoy.....	5 132
228	TOLONO.....	5 137
224	Pesotum.....	4 141
216	Tuscola.....	8 149
208	Okaw.....	8 157
202	Milton.....	6 163
193	MATTOON.....	9 172
186	Ætna.....	7 179
181	Neoga.....	5 184
175	Sigel.....	6 190
166	Effingham*	9 199
99	Effingham	199
95	Funkhouser.....	4 203
82	St. Elmo.....	13 216
76	Brownstown.....	6 222
68	Vandalia*	8 230

MILES.	STATIONS.	MILES.
64	Hagarstown.....	4 234
50	Greenville.....	14 248
40	Pocahontas.....	10 258
36	Oakdale.....	4 262
31	Highland.....	5 267
18	Troy.....	13 280
12	Collinsville.....	6 286
1	East St. Louis	11 297
0	ST. LOUIS	1 298
160	Watson.....	6 205
154	Mason.....	6 211
151	EDGEWOOD.....	3 214
147	Laclede.....	4 218
143	Farina.....	4 222
137	Kinmundy.....	6 228
132	Alm.....	5 233
127	Tonti.....	5 238
121	ODIN.....	6 244
115	Central City.....	6 250
113	Centralia*	2 252
107	Irrington.....	6 258
100	Ashley.....	7 265
92	Dubois.....	8 273
86	Tamaroa.....	6 279
79	St. John's.....	7 286
77	Du Quoin	2 288
70	Elkville.....	7 295
64	De Soto.....	6 301
58	CARBONDALE.....	6 307
50	Makanda.....	8 315
43	Cobden.....	7 322
37	Jonesboro'.....	6 328
28	Dongola.....	9 337
25	Wetaug.....	3 340
21	Ullin.....	4 344
17	Pulaski.....	4 348
13	Villa Ridge.....	4 352
9	Mounds.....	4 356
0	CAIRO	9 365

 Connects with Steamers on the Ohio and Mississippi Rivers.

Crossing Main Line Illinois Cen. R. R.

CAIRO to DUBUQUE, Iowa, Via ILLINOIS CENTRAL RAILROAD,
Connecting with STEAMERS on the OHIO and
MISSISSIPPI RIVER.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
456	CAIRO	0	190	EL PASO	17 266
419	JONESBORO'	37		<i>Junction Toledo, Peoria & Warsaw</i>	
399	CARBONDALE	57		<i>Railroad.</i>	
380	Du Quoin	76	168	WENONA	22 288
	<i>Junction Bellville & Illinois Southern</i>		147	LA SALLE	21 309
	<i>Railroad.</i>			<i>Junction Chicago, Rock Island & Pa-</i>	
358	ASHLEY	98		<i>cific Railroad.</i>	
343	Centralia*	113	131	Mendota	16 325
	<i>Junction Chicago Branch Illinois Cen-</i>			<i>Junction Chicago, Burlington and</i>	
	<i>tral Railroad.</i>			<i>Quincy Railroad.</i>	
337	Sandoval	119	115	AMBOY	16 341
	<i>Junc. Ohio and Mississippi Railroad.</i>		103	DIXON	12 353
313	Vandalia*	143		<i>Junction Chicago and Northwestern</i>	
	<i>Crossing St. Louis, Vandalia & In-</i>			<i>Indianapolis Railroad.</i>	
	<i>dianapolis Railroad.</i>		90	POLO	13 366
284	PANA	172	67	Freeport*	23 389
	<i>Junction Indianapolis & St. Louis</i>			<i>Junction Chicago and Northwestern</i>	
	<i>Railroad.</i>			<i>Railroad.</i>	
261	MACON	195	54	LENA	13 402
251	Decatur	205	43	WARREN	11 413
	<i>Junction Toledo, Wabash & Western</i>			<i>Junction Warren & Mineral Point</i>	
	<i>Railroad.</i>			<i>Railroad.</i>	
230	CLINTON	226	29	SCALES MOUND	14 427
207	Bloomington*	249	17	GALENA	12 439
	<i>Junction Indianapolis, Bloomington &</i>		1	DUNLEITH	16 455
	<i>Western Railroad.</i>		0	DUBUQUE	1 456



The **MAIN LINE** of the **Illinois Central Railroad** connects at **Dubuque** with the **IOWA DIVISION**, extending to **SIoux CITY**, 325 Miles; and with **STEAMERS**, running on the **UPPER MISSISSIPPI**, to **PRAIRIE DU CHIEN**, **LA CROSSE**, **WINONA** and **ST. PAUL**.

CHICAGO to DUBUQUE AND SIOUX CITY, Iowa.

Chicago & Northwestern R. R.

IOWA DIVISION.

MILES.	STATIONS.	MILES.
188	CHICAGO	0
182	Austin.....	6
179	Harlem.....	3 9
178	Cottage Hill.....	1 10
172	Lombard.....	6 16
165	Danby.....	7 23
163	Wheaton.....	2 25
160	Winfield.....	3 28
158	JUNCTION.....	2 30
152	Wayne.....	6 36
149	Clintonville.....	3 39
146	ELGIN.....	3 42
138	Gilberts'.....	6 50
133	Huntley.....	5 55
125	Union.....	8 63
122	Marengo.....	3 66
116	Garden Prairie.....	6 72
110	Belvidere.....	6 78
104	Cherry Valley.....	6 84
95	Rockford	9 93
88	Winnebago.....	7 100
81	Pecatonica.....	7 107
74	Ridot.....	7 114
67	Freeport	7 121

Illinois Central Railroad.

67	Freeport	121
59	Eleroy.....	8 129
54	Lena.....	5 134
47	Nora.....	7 141
43	WARREN.....	4 145
37	Apple River.....	6 151
29	Scales Mound.....	8 159
24	Council Hill.....	5 164
17	GALENA.....	7 171
8	Menominee.....	9 180
1	DUNLEITH.....	7 187

(Mississippi River.)

0	Dubuque	1 188
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MILES.	STATIONS.	MILES.
325	DUBUQUE	188
315	Julien.....	10 198
310	Peosta.....	5 203
302	Farley.....	8 211
295	Dyersville.....	7 218
288	Earlville.....	7 225
284	Delaware.....	4 229
278	Manchester.....	6 235
271	Masonville.....	7 242
264	Winthrop.....	7 249
255	Independence.....	9 258
247	Jesup.....	8 266
239	Raymond.....	8 274
232	WATERLOO.....	7 281
227	Junc. <i>C. F. & Minn. Div.</i>	5 286
226	CEDAR FALLS.....	1 287
216	New Hartford.....	10 297
208	Parkersburg.....	8 305
203	Aplington.....	5 310
193	Arckley.....	10 320
183	IOWA FALLS.....	10 330
176	Alden.....	7 337
168	Williams.....	8 345
163	Blairsburg.....	5 350
153	Webster City.....	10 360
145	Duncombe.....	8 368
134	Fort Dodge	11 379
116	Manson.....	18 397
108	Pomeroy.....	8 405
99	Marvin.....	9 414
91	Newell.....	8 422
81	Storm Lake.....	10 432
75	Alta.....	6 438
68	Aurelia.....	7 445
60	Cherokee.....	8 453
53	Hazard.....	7 460
43	Marcus.....	10 470
35	Remsen.....	8 478
25	Le Mars.....	10 488
0	SIOUX CITY	25 513

(Missouri River.)

CHICAGO to MADISON, Wis., PRAIRIE DU CHIEN, and ST. PAUL.

Chicago & Northwestern R. R.

WISCONSIN DIVISION.

MILES.	STATIONS.	MILES.
138	CHICAGO	0
126	Cantfield.....	12
121	Des Plaines.....	5
116	Dunton.....	5
112	Palatine.....	4
106	Barrington.....	6
95	CRYSTAL LAKE.....	11
92	Ridgefield.....	3
87	Woodstock.....	5
75	HARVARD JUNCTION*.....	12
60	Caledonia.....	15
54	Roscoe.....	6
47	Beloit	7
40	Alton.....	7
34	Hanover.....	6
31	Footville.....	3
27	Magnolia.....	4
22	Evansville.....	5
10	Oregon.....	12
0	MADISON	10

Milwaukee & St. Paul R. R.

313	MADISON	138
307	Middleton.....	6
299	Cross Plains.....	8
294	Black Earth.....	5
291	Mazomanie.....	3
284	Arena.....	7
277	Spring Green.....	7
270	Lone Rock.....	7
264	Avoca.....	6
258	MUSCODA.....	6
243	Boscobel.....	15
233	Wauzeka.....	10
226	Wright's Ferry.....	7


MILES.	STATIONS.	MILES.
223	Bridgeport.....	3
215	Prairie du Chien	8

(Mississippi River.)

215	N. McGregor	236
209	Giard.....	6
200	Monona.....	9
189	Postville.....	11
178	Ossian.....	11
172	Calmer.....	6
162	Ridgeway.....	10
153	CRESCO.....	9
142	Lime Springs.....	11
137	Chester.....	5
130	Le Roy.....	7
119	Adams.....	11
104	Austin	15
101	RAMSEY.....	3
98	Lansing.....	3
89	Blooming Prairie.....	9
80	Aurora.....	9
71	Owatonna	9

Junction Winona & St. Peter R. R.

65	Medford.....	6
56	FARIBAULT.....	9
45	Dundas.....	11
42	Northfield.....	3
36	Castle Rock.....	6
29	Farmington.....	7
22	Rosemount.....	7
9	St. Paul Junction.....	13
8	MENDOTA.....	1
5	Minne-ha-ha.....	3
0	Minneapolis	5
	ST. PAUL	448

 Connects with the St. Paul and Pacific Railroad, and Lake Superior and Mississippi Railroad.




MILWAUKEE TO PRAIRIE DU CHIEN AND ST. PAUL.


Milwaukee and St. Paul R. R.

PRAIRIE DU CHIEN DIVISION.

MILES.	STATIONS.	MILES.
194	MILWAUKEE	0
189	Wauwatosa.....	5
184	Elm Grove.....	10
180	Brookfield Junction.....	14


 Connects with *La Crosse Div.*

177	Forest House.....	17
173	Waukesha.....	21
166	Genesee.....	28
163	North Prairie.....	31
152	Palmyra.....	42
143	WHITEWATER.....	51
138	Lima.....	56
132	MILTON.....	62

 Connects with *Monroe Br. R. R.*

130	Milton Junction.....	64
Junction <i>Chicago and N. W. R. R.</i>		

123	Edgerton.....	71
114	Stoughton.....	80
105	McFarland.....	89
98	MADISON	96

 Connects with *Madison Division, Chicago and N. W. Railroad.*

92	Middleton.....	102
84	Cross Plains.....	110
79	Black Earth.....	115
76	Mazomanie.....	118
69	Arena.....	125
62	Spring Green.....	132
55	Lone Rock.....	139
49	Avoca.....	145
43	MUSCODA.....	151
28	Boscobel.....	166
18	Wauzeka.....	176
11	Wright's Ferry.....	183
8	Bridgeport.....	186

(*Mississippi River.*)

0 **Prairie du Chien.** 8 194

IOWA AND MINNESOTA DIVISION.

MILES.	STATIONS.	MILES.
212	North McGregor.	194
206	Giard.....	200
197	Monona.....	209
193	Luana.....	213
186	Postville.....	220
180	Castalia.....	226
175	Ossian.....	231
169	Calmer.....	237
166	Conover.....	240
159	Ridgeway.....	247
150	CRESCO.....	256
139	Lime Springs.....	267
134	Chester.....	272
127	Le Roy.....	279
116	Adams.....	290
101	Austin.	305
98	RAMSEY.....	308

Junction *Southern Minnesota R. R.*

95	Lansing.....	311
86	Blooming Prairie.....	320
77	Aurora.....	329
68	Owatonna	338

Junction *Winona and St. Peter R. R.*


62	Medford.....	344
53	FARIBAULT.....	353
42	Dundas.....	364
39	Northfield.....	367
33	Castle Rock.....	373
26	FARMINGTON.....	380
19	Rosemount.....	387
6	St. Paul Junction.....	400

MENDOTA..... 1 401

Minne-ha-ha..... 3 404

Minneapolis..... 5 409

0 **ST. PAUL**..... 6 406

 Connects with *St. Paul and Pacific, and Lake Superior and Mississippi Railroads.*


CINCINNATI TO INDIANAPOLIS AND CHICAGO.

*Indianapolis, Cincinnati and
Lafayette Railroad.*

MILES.	STATIONS.	MILES.
179	CINCINNATI	0
176	Sedamsville.....	3
174	South Side.....	2 5
171	Trautman's.....	3 8
168	Delhi.....	3 11
164	NORTH BEND.....	4 15
163	Cleves.....	1 16
161	Valley Junction.....	2 18
159	Elizabethtown.....	2 20
154	Lawrenceburg	5 25
153	Newtown.....	1 26
146	Guilford.....	7 33
145	Hansell's.....	1 34
139	Harman's.....	6 40
137	Weisburg.....	2 42
136	Vanwedden's.....	1 43
128	MORRIS*.....	8 51
125	Batesville.....	3 54
119	New Point.....	6 60
115	McCoy's.....	4 64
111	GREENSBURG.....	4 68
105	Adam's.....	6 74
101	St. Paul.....	4 78
98	Waldron.....	3 81
95	Prescott.....	3 84
91	Shelbyville	4 88

Junction Columbus Branch Railroad.

84	FAIRLAND	7 95
80	London.....	4 99
79	Brookfield.....	1 100
77	Acton.....	2 102
73	Gallaudet.....	4 106
64	INDIANAPOLIS	9 115


 Connects with all the Railroads running from Indianapolis,—East, West, North and South.

MILES.	STATIONS.	MILES.
54	AUGUSTA	10 125
49	Zionville.....	5 130
43	Whitestown.....	6 136
40	Holmes.....	3 139
36	LEBANON.....	4 143
31	Hazelrigg.....	5 148
26	Thorntown.....	5 153
21	Colfax.....	5 158
12	Stockwell.....	9 167
8	Culver's.....	4 171
1	Junction.....	7 178
0	Lafayette	1 179

*Louisville, New Albany and
Chicago Railroad.*

NORTHERN DIVISION.

146	Lafayette	179
140	Battle Ground.....	6 185
133	Brookston.....	7 192
129	Chalmers.....	4 196
123	Reynolds.....	6 202
115	Bradford.....	8 210
107	Francisville.....	8 218
100	Medaryville.....	7 225
92	San Pierre.....	8 233
87	Kankakee.....	5 238
82	La Crosse.....	5 243
76	WANATAH.....	6 249
73	Haskell's.....	3 252
68	Westville.....	5 257
64	La Croix.....	4 261
63	Beatty's.....	1 262
56	Michigan City	7 269

 Connects with Michigan Central Railroad.

35	LAKE	21 290
14	Calumet.....	21 311
0	CHICAGO	14 325

PORTLAND, Me., TO MONTREAL, QUEBEC, TORONTO AND DETROIT, Mich.

Grand Trunk Railway.

MILES.	STATIONS.	MILES.
297	PORTLAND	0
292	Falmouth.....	5
286	Yarmouth.....	6 11
285	Yarmouth Junction.....	1 12
275	New Gloucester.....	10 22
270	Danville Junction.....	5 27
256	Oxford.....	14 41
250	SOUTH PARIS.....	6 47
242	West Paris.....	8 55
232	Locke's Mills.....	10 65
227	Bethel.....	5 70
217	Gilead.....	10 80
211	Shelburne.....	6 86
206	GORHAM.....	5 91
199	Berlin Falls.....	7 98
194	Milan.....	5 103
175	Northumberland.....	19 122
167	Stratford.....	8 130
155	Wenlock.....	12 142
148	Island Pond*	7 149
137	Norton Pond.....	11 160
122	Coaticooke, Can.....	15 175
114	Compton.....	8 183
104	Lennoxville.....	10 193
101	SHERBROOKE.....	3 196
86	Windsor.....	15 211
76	RICHMOND.....	10 221
97	RICHMOND.....	221
85	Danville.....	12 233
72	Warwick.....	13 246
65	ARTHABASKA.....	7 253
56	Stanford.....	9 262
50	Somerset.....	6 268
42	Becancour.....	8 276
21	Black River.....	21 297
1	Point Levi	20 317
0	QUEBEC	1 318
76	RICHMOND.....	221
66	New Durham.....	10 231

MILES.	STATIONS.	MILES.
54	Acton.....	12 243
42	Britannia Mills.....	12 255
35	St. HYACINTHE.....	7 262
22	St. Hilaire.....	13 275
15	St. Bruno.....	7 282
10	St. Hubert.....	5 287
7	St. Lambert.....	3 290
0	MONTREAL	7 297
	(St. Lawrence River.)	
333	MONTREAL	297
319	Pointe Claire.....	14 311
312	St. Anne's.....	7 318
	(Ottawa River.)	
309	Vaudreuil.....	3 321
296	Coteau Landing.....	13 334
279	Lancaster.....	17 351
266	CORNWALL.....	13 364
256	Dickinson's Landing.....	10 374
241	Morrisburg.....	15 389
234	Matilda.....	7 396
229	Edwardsburg.....	5 401
221	Prescott	8 409
	Junc. St. Lawrence and Ottawa R. R.	
213	Maitland.....	8 417
208	BROCKVILLE.....	5 422
	Junc. Brockville and Ottawa R. R.	
195	Malorytown.....	13 435
178	Gananoque.....	17 452
161	Kingston	17 469
146	Ernestown.....	15 484
136	Napanee.....	11 495
120	Shannonville.....	15 510
113	BELLEVILLE.....	7 517
101	Trenton.....	12 529
92	Brighton.....	9 538
84	Colborne.....	8 546
77	Grafton.....	7 553
69	COBOURG.....	8 561
63	Port Hope.....	6 567
47	Newcastle.....	16 583

MILES.	STATIONS.	MILES.
43	Bowmanville.....	4 587
34	Oshawa.....	9 596
30	Port Whitby.....	4 600
21	Frenchman's Bay.....	9 609
17	Port Union.....	4 613
11	Scarboro.....	6 619
0	TORONTO	11 630

Junction Northern Railway and Hamilton Branch Railroad.

232	TORONTO	630
224	Weston.....	8 638
217	Malton.....	7 645
211	Brampton.....	6 651
203	Georgetown.....	8 659
197	Acton West.....	6 665
191	Rockwood.....	6 671
184	GUELPH.....	7 678
174	Breslau.....	10 688
170	Berlin.....	4 692
163	Petersburgh.....	7 699
157	Hamburgh.....	6 705
150	Shakespeare.....	7 712
144	Stratford	6 718

Junc. Buffalo and Goderich Division.

MILES.	STATIONS.	MILES.
134	ST. MARY'S.....	10 728
124	Granton.....	10 738
118	Lucan.....	6 774
112	Ailsa Craig.....	6 750
104	Park Hill.....	8 758
95	Widder.....	9 767
86	Forrest.....	9 776
77	Camlachie.....	9 785
64	Sarnia	13 798

Connects with Steamers on *St. Clair River* and *Lake Huron*.

62	Port Huron, Mich.	2 800
41	Ridgeway.....	21 821
35	New Baltimore.....	6 827
25	Mount Clemens.....	10 837
8	Milwaukee Junction.....	17 854
3	Detroit Junction.....	5 859
0	DETROIT	3 862

Connects with *Detroit and Milwaukee, Michigan Central, and Michigan Southern Railroad*; also with Steamers for *Chicago* and *Lake Superior*.

BUFFALO TO GODERICH, Canada.

160	BUFFALO	0
158	Fort Erie.....	2
151	Bertie.....	7 9
141	PORT COLBORNE.....	10 19
128	Feeder.....	13 32
122	Dunnville.....	6 38
114	Canfield.....	8 46
101	Caledonia.....	13 59
84	BRANTFORD.....	17 76
76	Paris	8 84
68	Drumbo.....	8 92

63	Bright.....	5 97
53	Tavistock.....	10 107
45	Stratford	8 115

Crossing Grand Trunk Railway.

32	Mitchell.....	128
27	Carron Brook.....	133
12	Clinton.....	147
0	GODERICH	160

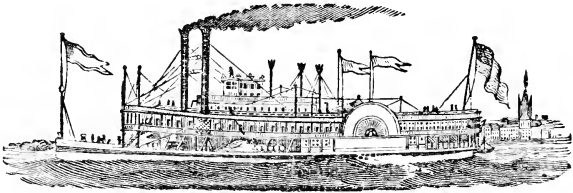

Connects with Steamers running on *Lake Huron*.



ST. LOUIS TO ST. PAUL AND ST. ANTHONY FALLS, Via MISSISSIPPI RIVER.



MILES.	LANDINGS, &C.	MILES.	MILES.	LANDINGS, &C.	MILES.
460	ST. LOUIS	0	226	Fort Madison, Ia. 8	234
454	Venice, Ill.....	6	220	Pontoosuc, Ill.....	6 240
448	Madison, Ill.....	6 12	218	Dallas City, ".....	2 242
440	Mouth Missouri River... 8	20	205	Burlington, Iowa ...13	255
435	Alton, Ill.	5 25	<i>Junction Burlington & Missouri River Railroad.</i>		
426	Portage des Sioux.....	9 34	190	OQUAWKA, Ill.	15 270
417	Grafton, Ill.....	9 43	178	Keithsburg, ".....	12 282
415	Mouth Illinois River....	2 45	172	NEW BOSTON, Ill.	6 288
410	Milan, Ill.....	5 50	162	Port Louisa, Iowa.....	10 298
395	Cap au Gris, Mo.....	15 65	144	Muscatine ".....	18 316
383	Sterling, ".....	12 77	135	Fairport, ".....	9 325
378	Falmouth, ".....	5 82	124	Buffalo, Ill.....	11 336
374	Hamburg, Ill.....	4 86	118	Rockingham, Iowa.....	6 342
358	CLARKVILLE, Mo	16 102	113	Rock Island, Ill. ... 5	347
346	LOUISIANA ".....	12 114	<i>Crossing Chicago, Rock Island and Pacific Railroad.</i>		
324	Saverton ".....	22 136	473	Davenport, Iowa ... 347	
316	Hannibal ".....	8 144	410	MOLINE, Ill.	3 350
<i>Junction Han. & St. Joseph R. R.</i>			95	Le Claire, Iowa.....	15 365
306	Marion, Mo.....	10 154		Port Byron, Ill.....	365
296	Quincy, Ill.	10 164	89	Princeton, Iowa.....	6 371
<i>Junction Chicago, Burlington and Quincy Railroad, and Toledo, Wabash and Western Railroad.</i>				Cordova, Ill.....	371
284	Langrange, Mo.....	12 176	79	Camanche, Iowa.....	10 381
274	CANTON, ".....	10 186	76	Albany, Ill.....	3 384
254	Alexandria, ".....	20 206	70	Clinton, Iowa	6 390
252	WARSAW, Ill.	2 208	<i>Cross. Chicago, & Northwestern R. R.</i>		
248	Keokuk, Iowa	4 212	68	FULTON, Ill.	2 392
<i>Junc. Des Moines Valley Railroad.</i>				LYONS, Iowa.....	392
	HAMILTON, Ill.	212	48	Sabula ".....	20 412
<i>Junction Toledo, W. and W. R. R.</i>			44	SAVANNA, Ill.	4 416
242	Sandusky, Iowa.....	6 218	20	Bellevue, Iowa.....	24 440
236	Montrose, ".....	6 224		Dunleith, Ill.	
234	NAUVOO CITY, Ill.	2 226	0	DUBUQUE, Iowa ...20	460
			<i>Junction Illinois Central Railroad.</i>		

MILES.	LANDINGS, &C.	MILES.	MILES.	LANDINGS, &C.	MILES.
373	DUBUQUE , Iowa...	460	125	WABASHA , Minn.....	10 708
358	Potisi, Wis.....	15 475	119	Reed's Landing, Minn...	6 714
343	Buena Vista, Iowa.....	15 490	117	Foot Lake Pepin.....	2 716
339	Cassville, Wis.....	4 494	111	North Pepin, Wis.....	6 722
329	GUTTENBURG, Iowa.....	10 504	105	Lake City , Minn.....	6 728
317	Clayton, ".....	12 516	98	Maiden Rock, Wis.....	7 735
306	McGregor , Iowa.....	11 527	94	Frontenac, Minn.....	4 739
Crossing <i>Milwaukee & St. Paul R. R.</i>			89	Head Lake Pepin.....	5 744
303	Prairie du Chien . 3	530	77	RED WING, Minn.....	12 756
289	Lynxville, Wis.....	14 544	49	PRESCOTT, Wis.....	28 784
273	LANSING, Iowa.....	16 560	Mouth St. Croix River.		
267	De Soto, Wis.....	6 566	48	Point Douglass, Minn...	1 785
257	Victory, ".....	10 576	45	Hastings , " ...	3 788
247	Bad Ax City.....	10 586	Junction <i>Hastings and Dakota R. R.</i>		
231	BROWNSVILLE, Minn....	16 602	39	Nininger, Minn.....	6 794
219	La Crosse , Wis.....	12 614	13	ST. PAUL	26 820
Junc. <i>Milwaukee & La Crosse R. R.</i>			8	MENDOTA.....	5 825
217	La Crescent, Minn.....	2 616	7	Fort Snelling.....	1 826
201	Richmond, ".....	16 632	5	Falls of Minne-ha-ha....	2 828
196	Trempeleau, Wis.....	5 637	0	MINNEAPOLIS ...	5 833
179	Winona , Minn.....	17 654	Falls of St. Anthony.		
Junction <i>Winona & St. Peter's R. R.</i>					
167	FOUNTAIN CITY, Wis....	12 666	<p> The <i>Lake Superior and Mississippi Railroad</i> runs from St. Paul to Duluth, Minn., 155 Miles; and the <i>St. Paul and Pacific Railroad</i> runs to the Red River of the North, to connect with the <i>Northern Pacific Railroad</i>.</p>		
153	Mount Vernon, Minn....	14 680			
149	MINNEISKA "	4 684			
135	Alma, Wis.....	14 698			

A Daily Line of Steamers, of a large class, run from ST. LOUIS to DUBUQUE and ST. PAUL, affording a most delightful Summer Excursion.

RAILROADS IN THE UNITED STATES AND CANADA,

FINISHED AND IN PROGRESS OF CONSTRUCTION.

NAME.	FROM	TO	MILES.
ADIRONDACK, N. Y.....	Saratoga Springs.....	North River.....	60
ALABAMA AND CHATTANOOGA.....	Chattanooga, Tenn.....	Green Pond.....	169
Southern Division*.....	Meridian, Miss.....	Black Warrior.....	67
Albany and Susquehanna.....	Albany, N. Y.....	Binghamton.....	142
Alexandria and Fredericksburg*.....	Alexandria, Va.....	Fredericksburg.....	40
Alexandria and Washington.....	Alexandria, Va.....	Washington.....	7
Alleghany Valley.....	Oil City, Pa.....	Pittsburgh.....	131
Androscoggin.....	Brunswick, Me.....	Farmington.....	63
Arkansas Central*.....	Helena, Ark.....	Little Rock.....	100
Ashuelot.....	Keene, N. H.....	South Vernon.....	23
Atchison, Topeka and Santa Fé*.....	Atchison, Kan.....	Emporia.....	61
Atlanta and Richmond*.....	Atlanta, Geo.....	Charlotte, N. C.....	250
Atlanta and West Point.....	Atlanta, Geo.....	West Point.....	87
Atlantic and Great Western.....	Salamanca, N. Y.....	Cincinnati, O.....	446
“ “ “ “.....	Meadville, Pa.....	Cleveland, O.....	112
ATLANTIC AND GULF.....	Savannah, Geo.....	Bainbridge.....	236
Florida Branch.....	Lawton, “.....	Quincy, Fla.....	156
Atlantic and North Carolina.....	Goldsboro, N. C.....	Morehead City.....	95
ATLANTIC AND PACIFIC.....	St. Louis, Mo.....	State Line.....	330
Van Buren Branch*.....	Pierce City “.....	Van Buren, Ark.....	125
Augusta and Savannah.....	Augusta, Geo.....	Millen.....	58
Avon, Genesee and Mt. Morris.....	Avon, N. Y.....	Mt. Morris.....	16
BALTIMORE AND OHIO.....	Baltimore, Md.....	Wheeling, W. Va.....	379
Washington Branch.....	Relay House.....	Washington, D. C.....	31
Annapolis Branch.....	Annapolis Junction.....	Annapolis.....	21
Frederick Branch.....	Monocacy Station.....	Frederick.....	3
Metropolitan Branch*.....	Point of Rocks, Md.....	Washington, D. C.....	
Washington County.....	Hagerstown, Md.....	Hagerstown Junc.....	25
Winchester and Potomac.....	Harper's Ferry.....	Strasburg, Va.....	51
Connellsville Branch.....	Cumberland, Md.....	Pittsburgh, Pa.....	150
Parkersburg Branch.....	Grafton, W. Va.....	Parkersburg.....	104
Central Ohio Division.....	Bellaire, Ohio.....	Columbus.....	137
Lake Erie Division.....	Newark, “.....	Sandusky.....	116
Baltimore and Potomac*.....	Baltimore, Md.....	Potomac River.....	72
Bangor and Piscataquis.....	Oldtown, Me.....	Dover.....	40
Barclay and Coal Company.....	Towanda, Pa.....	Barclay.....	16
Baring and Lewy's Island.....	Baring, Me.....	Lewy's Island.....	17
Baton Rouge and Opelousas.....	Baton Rouge, La.....	Lombard.....	28
Belfast and Moosehead.....	Belfast, Me.....	Burnham.....	33
Belvidere Delaware.....	Trenton, N. J.....	Manunka Chunk.....	68
Bennington and Rutland.....	Rutland, Vt.....	Chat. 4 Cor'ns.....	114

* Unfinished Railroads.

NAME.	FROM	TO	MILES.
Blossburg and Corning.....	Corning, N. Y.....	Fall Brook.....	48
Blue Ridge.....	Anderson, S. C.....	Walhalla.....	33
BOSTON AND ALBANY.....	Boston, Mass.....	Albany, N. Y.....	200
Brookline Branch.....	Boston, ".....	Brookline.....	4
Newton Branch.....	West Newton.....	Newton.....	3
Saxonville Branch.....	Natick.....	Saxonville.....	5
Milford Branch.....	Frammingham.....	Milford.....	12
Millbury Branch.....	Grafton.....	Millbury.....	4
Grand Junction.....	Brighton.....	East Boston.....	9
Boston, Concord and Montreal.....	Concord, N. H.....	Littleton.....	113
Boston, Clinton and Fitchburg.....	South Frammingham.....	Fitchburgh.....	37
BOSTON, HARTFORD AND ERIE.....	Boston, Mass.....	South Bridge.....	70
Woonsocket Division.....	Boston, ".....	Woonsocket, R. I.....	38
Norwich and Worcester Division.....	New London, Conn.....	Worcester.....	73
Western Division.....	Moore's Mills, Conn.....	Fishkill L'g, N. Y.....	
BOSTON AND LOWELL.....	Boston.....	Nashua, N. H.....	40
Woburn Branch.....	".....	Woburn Cen.....	10
Lowell and Lawrence.....	Lowell.....	Lawrence.....	13
Stoneham Branch.....	Boston.....	Stoneham.....	12
Stony Brook.....	Nashua.....	Wilton.....	15
Salem and Lowell.....	Lowell.....	Salem.....	24
BOSTON AND PROVIDENCE.....	Boston, Mass.....	Providence, R. I.....	44
Dedham Branch.....	".....	Dedham.....	10
Stoughton.....	".....	Stoughton.....	18
Mill Village Branch.....	Dedham.....	Mill Village.....	
BOSTON AND MAINE.....	Boston.....	Portland, Me.....	111
Reading Branch.....	Boston.....	South Reading.....	
Medford Branch.....	Boston.....	Medford.....	5
Great Falls Branch.....	Rollingsford, N. H.....	Great Falls.....	3
Brooklyn, Bath and Coney Island.....	Brooklyn, N. Y.....	Coney Island.....	8
Brookville and Ottawa.....	Brookville, Can.....	Sand Point.....	75
Perth Branch.....	Smith's Falls.....	Perth.....	10
Brunswick and Albany.....	Brunswick, Geo.....	Willicoochie.....	100
Buffalo and Washington.....	Buffalo, N. Y.....	East Aurora.....	17
Buffalo, Corry and Pittsburgh.....	Brocton, ".....	Corry, Pa.....	43
Buffalo, Bayou, Brazos and Col*.....	Harrisburg, Texas.....	Austin.....	200
BURLINGTON AND MISSOURI RIVER.....	Burlington, Iowa.....	Omaha, Neb.....	296
" " " " ".....	Plattsmouth.....	Lincoln, Neb.....	55
Nebraska City Branch.....	Red Oak, Iowa.....	East Nebraska.....	50
Burlington, Cedar Rapids and Minn.....	Burlington, Iowa.....	Mankato, Minn.....	330
Burlington and Keokuk, Iowa.....	".....	Keokuk.....	43
Cairo and Fulton*.....	Cairo.....	Fulton, Ark.....	
Calais and Baring.....	Calais, Me.....	Baring.....	6
California and Oregon.....	Sacramento.....	Tehama, Cal.....	122
California Pacific.....	Vallejo, Cal.....	Sacramento.....	69
Marysville Branch.....	Davis Junction.....	Marysville.....	43

* Unfinished Railroads.

NAME.	FROM	TO	MILES.
CAMDEN AND AMBOY.....	South Amboy.....	Camden, N. J.....	62
“ “ “	New Brunswick.....	Trenton.....	26
Trenton Branch	Trenton, N. J.....	Bordentown.....	6
Burlington and Mount Holly.....	Burlington, N. J.....	Mt. Holly.....	7
Pemberton and Heightstown.....	Camden.....	Heightstown.....	50
Vincentown Branch.....	Vincentown.....	Mount Holly.....	3
Freehold and Jamesburg.....	Monmouth Junction.....	Farmingdale.....	
Camden and Atlantic.....	Cooper's Point.....	Atlantic, N. J.....	61
Canada Central.....	Ottawa.....	Carleton Place.....	29
Cape Cod	Middleboro, Mass.....	Orleans.....	94
Cape May and Millville.....	Millville.....	Cape May.....	44
Carrollton and Oneida.....	Carrollton.....	Oneida.....	12½
Catasauqua and Fogellsville.....	Catasauqua, Pa.....	Alburtis.....	
Catawissa, Pa.....	Williamsport.....	Tamaqua.....	99
Central Georgia.....	Savannah.....	Macon.....	190
Milledgeville and Eatonton Br.....	Gordon.....	Eatonton.....	28
Central Iowa*.....	Mason City.....	Mo. State Line.....	240
Central of New Jersey.....	New York.....	Harrisburg, Pa.....	182
South Branch.....	Somerville.....	Flemington.....	
Central Ohio.....	Bellaire, Ohio.....	Columbus.....	137
Central Branch Union Pacific.....	Atchison, Kan.....	Waterville.....	100
CENTRAL PACIFIC.....	Ogden, Utah.....	San Francisco.....	881
Alameda Branch.....	San Francisco.....	Haywards.....	
Oakland Branch.....	Oakland, Cal.....	Brooklyn.....	
San Jose Branch.....	San Francisco.....	San Jose.....	47
Visalia Branch.....	Lathrop, Cal.....	Modesto.....	20
Central Texas*.....			
Charleston and Savannah.....	Charleston, S. C.....	Coosawatchie.....	62
Charlotte, Columbia and Augusta.....	Charlotte, N. C.....	Augusta, Geo.....	195
Cheraw and Darlington.....	Cheraw, S. C.....	Florence.....	
CHESAPEAKE AND OHIO.....	Richmond, Va.....	White Sulphur Sps.....	227
Cheshire.....	Fitchburg, Mass.....	Bellows Falls.....	64
Chester Valley.....	Bridgeport, Pa.....	Downingtown.....	22
CHICAGO AND ALTON.....	Chicago.....	East St. Louis.....	280
Jacksonville Division.....	Bloomington.....	Monticello, June.....	151
CHICAGO, BURLINGTON AND QUINCY.....	Chicago, Ill.....	Quincy.....	263
Burlington Branch.....	Galesburg.....	Burlington.....	43
Peoria “	“	Peoria.....	53
Rushville “	Buda.....	Rushville.....	110
Batavia and Galena.....	Aurora.....	Galena Junction.....	
Galva and New Boston.....	Galva.....	New Boston.....	51
Chicago, Cincinnati and Louisville.....	Laporte, Ind.....	Peru.....	73
Chicago, Danville and Vincennes.....	Chicago, Ill.....	Momence.....	53
Chicago and Michigan Lake Shore.....	New Buffalo, Mich.....	Kal. & S. H. June.....	61
CHICAGO AND NORTHWESTERN.....	Chicago, “	Green Bay, Wis.....	242
Milwaukee Division.....	“	Milwaukee.....	84
Peninsula Division.....	Escanaba, Mich.....	Negaunee.....	63
Madison Division.....	Chicago.....	Madison, Wis.....	138

NAME.	FROM	TO	MILES.
Kenosha Division.....	Kenosha	Rockford	72
Fox River Valley.....	Elgin	Richmond	33
Galena Division.....	Chicago	Freeport.....	121
“ “	Junction	Clinton, Iowa.....	138
Iowa Division, (East).....	Clinton.....	Boone, “	202
“ “ (West).....	Boone.....	Missouri River.....	151
CHICAGO, ROCK ISLAND AND PACIFIC.....	Chicago, Ill.....	Rock Island.....	182
Iowa Division, (East).....	Davenport, Iowa.....	Mitchelville.....	158
“ “ (West).....	Mitchelville.....	Missouri River.....	153
Peoria Branch.....	Bureau, Ill.....	Peoria	47
Oskaloosa Branch.....	Wilton, Iowa.....	Washington	49
Chicago and St. Paul*.....	St. Paul.....	Winona, Minn.....	105
Chicago and South Western*.....	Davenport, Iowa.....	Leavenworth.....	
Cinn., Cumber'd Gap and Charleston.....	Morristown, Tenn.....	Wolf Creek.....	40
CINN., SANDUSKY AND CLEVELAND.....	Sandusky, Ohio.....	Cincinnati.....	215
Findlay Branch.....	Carey.....	Findlay.....	16
London “	Springfield	London.....	20
CINCINNATI, HAMILTON AND DAYTON.....			
Dayton and Michigan.....	Cincinnati, Ohio.....	Detroit, Mich.....	267
Cincinnati and Indianapolis.....	“ “	Indianapolis.....	124
Junction Railway.....	Connersville	Muncie	43
Cincinnati, Richmond and Chicago.....	Hamilton, Ohio.....	Chicago	294
Cincinnati and Muskingum Valley.....	Cincinnati.....	Zanesville.....	168
CLEVELAND, COLUMBUS, CINCINNATI AND			
INDIANAPOLIS.....	Cleveland, Ohio.....	Columbus	138
Indianapolis Division.....	Crestline	Indianapolis.....	207
Springfield Branch.....	Columbus	Springfield.....	50
Cleveland and Pittsburgh.....	Cleveland, Ohio.....	Pittsburgh, Pa.....	150
Tuscarawas Branch.....	Bayard.....	New Philadelphia.....	32
Cleveland, Mt. Vernon and Delaware.....	Cleveland, Ohio.....	Millersburg.....	87
Cobourg and Peterboro, Canada.....	Cobourg.....	Peterboro.....	29
Colebrookdale, Pa.....	Pottstown.....	Boyerstown.....	8½
Colorado Central.....	Denver, Col.....	Golden City.....	16
Columbus and Hocking Valley	Columbus, Ohio.....	Nelsonville.....	62
Concord, Claremont and Contoocook.....	Concord, N. H.....	Bradford.....	27
Contoocook River Branch.....	Contoocook.....	Hillsboro Bridge..	15
Concord, N. H.....	Nashua.....	Concord.....	35
Concord and Portsmouth.....	Concord, N. H.....	Portsmouth.....	59
Connecticut River.....	Springfield, Mass.....	Brattleboro, Vt.....	60
Chicopee Falls Branch.....	“ “	Chicopee Falls.....	5½
Connecticut and Passumpsic Rivers.....	North Derby, Vt.....	White River Junc.....	110
Cooperstown and Susquehanna.....	Junction.....	Cooperstown, N. Y. ..	16
Cumberland and Pennsylvania.....	Cumberland.....	Piedmont.....	34
Cumberland Valley.....	Harrisburg, Pa.....	Hagerstown, Md.....	74
Danbury and Norwalk.....	Norwalk, Conn.....	Danbury	23
Danville, Urbana and Pekin.....	Danville, Ill.....	Pekin.....	117
Dayton and Union.....	Dayton, Ohio.....	Union.....	47
Dayton, Xenia and Western.....	Xenia, “	Richmond.....	57

NAME.	FROM	TO	MILES.
Delaware.....	Wilmington.....	Crisfield†.....	135
Smyrna Branch.....	Clayton.....	Smyrna.....	1½
Delaware and Hudson.....	Seranton, Pa.....	Carbondale.....	17
DELAWARE, LACKAWANNA & WESTERN.....	New York.....	Great Bend.....	196
Lackawanna and Bloomsburg Div.....	Seranton, Pa.....	Northumberland.....	80
Cayuga Division.....	Oswego, N. Y.....	Ithaca.....	33
Denver Pacific.....	Denver, Col.....	Cheyenne.....	106
Denver and Rio Grande*.....	Denver, “.....	Colorado City.....	80
Denver and Santa Fé*.....	Denver, “.....	Santa Fé.....	430
Des Moines Valley.....	Keokuk, Iowa.....	Grand Junction.....	211
Detroit and Milwaukee.....	Detroit, Mich.....	Grand Haven.....	189
Dexter and Newport.....	Dexter, Me.....	Newport.....	14
Dorchester and Delaware.....	Cambridge.....	Seaford, Md.....	33
Dover and Winnipissiogee.....	Dover, N. H.....	Alton Bay.....	28
Dubuque and Southwestern.....	Dubuque, Iowa.....	Cedar Rapids.....	79
DUBUQUE AND SIOUX CITY.....	Dubuque, “.....	Sioux City.....	325
East Pennsylvania.....	Allentown.....	Reading.....	36
East Tennessee and Georgia.....	Chattanooga, Tenn.....	Knoxville.....	110
Dalton Branch.....	Cleveland.....	Dalton.....	
East Tennessee and Virginia.....	Knoxville, Tenn.....	Bristol, Va.....	130
EASTERN.....	Boston, Mass.....	Portsmouth, N. H.....	56
Marblehead Branch.....	Salem.....	Marblehead.....	4
Lawrence Branch.....	Salem.....	Lawrence.....	21
Saugus Branch.....	South Malden.....	Lynn.....	6
South Reading Branch.....	Salem.....	Lynnfield.....	
Gloucester Branch.....	Beverly.....	Rockport.....	20
Amesbury Branch.....	Salisbury.....	Amesbury.....	5
Eastern Kentucky.....	Hunnewell.....	Riverton.....	13
Eastern Shore.....	Delmar, Del.....	Crisfield.....	38
Edgefield and Kentucky.....	Nashville.....	Guthrie.....	47
ERIE, New York.....	New York.....	Dunkirk.....	460
Buffalo Division.....	Elmira.....	Buffalo.....	142
Rochester Division.....	Corning.....	Rochester.....	94
Northwestern Division.....	Hornellsville.....	Buffalo.....	91
Mahoning Division.....	Cleveland.....	Youngstown.....	65
Newburgh Branch.....	Greenwood.....	Newburgh.....	19
Newark Branch.....	Paterson.....	Newark.....	11
Warwick Branch.....	Greycourt.....	Warwick.....	10
Montgomery Branch.....	Goshen.....	Guilford.....	23
Unionville Branch.....	Middletown.....	Unionville.....	14
Honesdale Branch.....	Lackawaxen.....	Honesdale.....	25
Bradford Branch.....	Carrollton.....	Gilesville.....	26
Erie and Pittsburgh.....	Erie, Pa.....	Pittsburgh.....	148
European and North American, Can.....	St. John, New B.....	P't du Chêne†.....	108
Western Division.....	St. John, “.....	Maine State Line.....	88
European and North American*.....	Bangor, Me.....	Mattawamkeag.....	58

† Connects with Steamers for Charlottetown and Quebec.

‡ Connects with Steamers running to Norfolk Va.

NAME.	FROM	TO	MILES.
Evansville and Crawfordsville.....	Evansville, Ind.....	Rockville.....	132
Evansville, Henderson and Nashv'le.....	Evansville, ".....	Madisonville.....	51
" " ".....	Guthrie, Ken.....	Hopkinsville.....	26
Evansville, Terre Haute and Chicago.....	Terre Haute, Ind.....	Dansville, Ill.....	55
Fairhaven, Mass.....	New Bedford.....	Hyannis.....	
FITCHBURG, Mass.....	Boston.....	Fitchburg.....	50
Watertown Branch.....	Boston.....	Waltham.....	10½
Marlboro' Branch.....	South Acton.....	Marlboro'.....	13
Peterboro' and Shirley.....	Groton Junction.....	Mason Village.....	23
Fitchburg and Worcester.....	Fitchburg, Mass.....	Worcester.....	26
Flemington.....	Flemington, N. J.....	Lambertville.....	12
Flint and Pere Marquette*.....	Holly, Mich.....	Averill's.....	77
Bay City Branch.....	East Saginaw.....	Bay City.....	13
Florida.....	Fernandina.....	Florida Keys.....	154
Florida, Atlantic and Gulf.....	Junction.....	Jacksonville.....	138
Flushing and North Side.....	Hunter's Point, L. I.....	Bayside.....	
Fort Wayne, Jackson and Saginaw.....	Fort Wayne.....	Jackson.....	100
Fort Wayne, Muncie and Cincinnati.....	Connersville.....	Fort Wayne.....	109
Galveston, Houston and Henderson.....	Galveston, Texas.....	Houston.....	50
GEORGIA.....	Augusta.....	Atlanta.....	171
Athens Branch.....	Union Point.....	Athens.....	40
Augusta and Milledgeville.....	Camak.....	Milledgeville.....	
Washington Branch.....	Barnett.....	Washington.....	18
Grand Rapids and Indiana*.....	Fort Wayne.....	Paris, Mich.....	202
Grand River Valley.....	Jackson, Mich.....	Hastings.....	62
GRAND TRUNK, Canada.....	Montreal.....	Portland, Me.....	297
Quebec Division.....	Richmond.....	Point Levi.....	96
Riviere du Loup Branch.....	Point Levi.....	Riviere du Loup.....	125
Arthabaska Branch.....	Arthabaska.....	Three Rivers.....	35
Montreal and Champlain.....	Montreal.....	Rouses P't, N. Y.....	49
Montreal, Lachine & Province Line.....	Montreal.....	Province Line.....	40
Montreal to Toronto.....	Montreal.....	Toronto.....	333
Toronto to Sarnia.....	Toronto.....	Point Edward.....	168
Sarnia to Detroit.....	Fort Gratiot, Mich.....	Detroit.....	73
Buffalo to Goderich.....	Buffalo, N. Y.....	Goderich, Can.....	160
GREAT WESTERN, Canada.....	Suspension Bridge.....	Detroit, Mich.....	230
Erie and Niagara Line.....	Fort Erie, Can.....	Niagara.....	31
Toronto Branch.....	Hamilton, ".....	Toronto.....	39
Guelph Branch.....	Harrisonburg.....	Guelph.....	28
Sarnia Branch.....	London.....	Sarnia.....	61
Petrolia Branch.....	Petrolia.....	Wyoming.....	6
GREENVILLE AND COLUMBIA.....	Greenville, S. C.....	Columbia.....	144
Abbeville Branch.....	Cokesbury.....	Abbeville.....	12
Anderson Branch.....	Belton.....	Andersonville.....	9
HANNIBAL AND ST. JOSEPH.....	Hannibal, Mo.....	St. Joseph.....	206
Quincy Branch.....	Quincy.....	Palmyra, Mo.....	15
Kansas City Branch.....	Cameron.....	Kansas City.....	55
Hannibal and Naples.....	Bluffs, Ill.....	Hannibal.....	50

NAME.	FROM	TO	MILES.
Hannibal and Moberly.....	Hannibal, Mo.....	Moberly.....	70
Hanover Branch and Gettysburg.....	Hanover Junction.....	Gettysburg, Pa.....	30
Hartford, Providence & Waterbury.....	Providence, R. I.....	Waterbury.....	123
Hastings and Dakota*.....	Hastings, Minn.....	Lakeville.....	30
Hempfield.....	Wheeling, Va.....	Washington, Pa.....	35
Housatonic.....	Bridgeport, Conn.....	Pittsfield, Mass.....	110
State Line Branch.....	Van Deusenville.....	N. Y. State Line.....	15
Houston-Tap and Brazoria.....	Houston, Tex.....	Columbia.....	50
Houston and Texas Central.....	Houston, ".....	Calvert.....	130
HUDSON RIVER.....	New York.....	Troy.....	150
Hudson and Boston.....	Hudson, N. Y.....	Chatham.....	17
Hunnewell.....	Greenupsburgh.....	Cannell Mines.....	14
Huntingdon and Broad Top.....	Huntingdon.....	Mt. Dallas.....	44
Broad Top City Branch.....	Saxton.....	Dudley.....	
ILLINOIS CENTRAL.....	Dunleith.....	Cairo.....	456
Chicago Branch.....	Chicago.....	Centrallia.....	253
Iowa Division.....	Dubuque, Iowa.....	Sioux City.....	326
Cedar Falls and Minnesota.....	Cedar Falls, Iowa.....	Mona.....	75
INDIANAPOLIS, BLOOMINGTON & WESTERN.....	Indianapolis.....	Peoria, Ill.....	212
INDIANAPOLIS, CINN. AND LAFAYETTE.....	Cincinnati.....	Lafayette.....	179
Martinsville Division.....	Fairfield.....	Martinsville.....	
White Water Valley Division.....	Cincinnati.....	Hagerstown.....	88
Indianapolis and Vincennes.....	Indianapolis, Ind.....	Vincennes.....	116
Indianapolis, Peru and Chicago.....	Indianapolis, ".....	Peru.....	75
INDIANAPOLIS AND ST. LOUIS.....	Indianapolis, ".....	St. Louis.....	262
Ionia and Lansing.....	Ionia, Mich.....	Lansing.....	37
Iowa Falls and Sioux City.....	Iowa Falls.....		
Iron, Ohio.....	Ironton.....	Centre.....	13
Jamestown and Franklin.....	Jamestown.....	Oil City.....	50
Jackson, Lansing and Saginaw.....	Jackson, Mich.....	Wenona.....	116
Jeffersonville, Mad. & Indianapolis.....	Jeffersonville.....	Indianapolis.....	108
Madison Branch.....	Columbus.....	Madison.....	45
Jeffersonville and New Albany.....	Jeffersonville, Ind.....	New Albany.....	
Junction and Breakwater.....	Lewes, Del.....	Harrington.....	40
Kalamazoo and Grand Rapids.....	Kalamazoo, Mich.....	Grand Rapids.....	58
Kalamazoo and South Haven.....	Kalamazoo, ".....	South Haven.....	
Kansas City, St. Joseph & C. Bluffs.....	Kansas City, Mo.....	Council Bluffs.....	200
Kansas and Neosho Valley*.....			
Kansas City & Santa Fé Division.....	Kansas City.....	Ottawa, Kan.....	53
KANSAS PACIFIC.....	Kansas ".....	Dener, Col.....	638
Leavenworth Branch.....	Junction.....	Leavenworth.....	31
Kentucky Central.....	Covington.....	Nicholasville.....	112
Kentucky Improvement.....	Greenupsburgh.....	Coal Mines.....	15
Keokuk, Iowa City and Minnesota.....	Keokuk.....		
Keokuk and St. Paul.....	Keokuk.....	Burlington.....	44
King's Mountain.....	Chester, S. C.....	Yorkville.....	22
Kingston and Rocky Hill, N. J.....	Monmouth Junction.....	Rocky Hill.....	
Knoxville and Charleston.....	Knoxville, Tenn.....	Maryville.....	16

NAME.	FROM	TO	MILES.
Knoxville and Kentucky.....	Knoxville.....		
LAKE SHORE AND MICHIGAN SOUTHERN.			
Buffalo and Erie Division.....	Buffalo, N. Y.....	Cleveland, O.....	183
Toledo Division.....	Cleveland	Toledo	113
Michigan Southern Division.....	Toledo	Chicago	243
Detroit Division.....	Toledo	Detroit, Mich.....	64
Monroe Branch.....	Monroe.....	Adrian.....	32
Jackson Branch.....	Adrian.....	Jackson.....	45
Kalamazoo Division.....	White Pigeon.....	Grand Rapids.....	
Lake Erie and Louisville.....	Fremont, Ohio.....	Findlay.....	37
LAKE SUPERIOR AND MISSISSIPPI.....			
Minneapolis Branch.....	White Bear Lake.....	Minneapolis.....	14
Stillwater Branch.....	" " " ".....	Stillwater.....	13
Laurel Fork and Sand Hill.....	Volcano, W. Va.....	Laurel Junction..	
Leavenworth, Lawrence & Galveston.....	Lawrence, Kan.....	Thayer.....	94
Lebanon Valley, Pa.....	Reading.....	Harrisburg.....	54
Lehigh and Susquehanna.....	Green Ridge.....	Easton, Pa.....	120
Lehigh Valley & Penn. & N. Y. Canal.....	Easton, Pa.....	Waverly Junction.....	206
Mahonoy and Hazleton Branches.....	Easton, ".....	Mt. Carmel.....	100
Lexington and Arlington.....	Boston, Mass.....	Lexington.....	11
Lexington and Big Sandy.....	Bellefont, Ky.....	Buena Vista.....	10
Little Miami, Ohio.....	Columbus.....	Cincinnati.....	120
Little Rock and Fort Smith*.....	Little Rock, Ark.....	Fort Smith.....	160
Little Schuylkill.....	Port Clinton, Pa.....	Tamaqua.....	20
London and Port Stanley.....	London, Can.....	Port Stanley.....	24
Long Branch and Sea Shore.....	Sandy Hook, N. J.....	Long Branch.....	11
Long Island, N. Y.....	Hunter's Point.....	Greenport.....	94
Sag Harbor Branch.....	Manor, L. I.....	Sag Harbor.....	35
Louisville, Cincinnati & Lexington.....	Louisville, Ky.....	Covington.....	107
Lexington Branch.....	Junction.....	Lexington.....	66
LOUISVILLE, N. ALBANY AND CHICAGO.....	New Albany, Ind.....	Mich. City, Ind.....	288
Louisville, New Albany & St. Louis*.....	Louisville.....	St. Louis.....	250
LOUISVILLE AND NASHVILLE.....			
Bardstown Branch.....	Bardstown Junction.....	Bardstown.....	17
Knoxville Branch.....	Bardstown ".....	Mt. Vernon.....	107
Richmond Branch.....	Richmond ".....	Richmond.....	34
Macon and Brunswick.....	Macon, Geo.....	Hawkinsville.....	50
Macon and Western.....	Macon, ".....	Atlanta.....	103
Mahanoy and Little Schuylkill.....	Herndon, Pa.....	Tamaqua.....	62
Maine Central.....	Portland.....	Bangor.....	138
Manchester and Lawrence.....	Manchester, N. H.....	Lawrence.....	26
Manchester and North Weare.....	Manchester, ".....	North Weare.....	19
MARIETTA AND CINCINNATI.....	Cincinnati, O.....	Marietta.....	199
Hillsboro' Branch.....	Blanchester.....	Hillsboro'.....	
Portsmouth Branch.....	Hamden.....	Portsmouth.....	
Marquette and Ontonagon.....	Marquette, Mich.....	Champion.....	32
Maryland and Delaware.....	Clayton, Del.....	Hillsboro'.....	
Massawippi Valley.....	North Derby, Vt.....	Lenoxville, Can.....	

NAME.	FROM	TO	MILES.
Mauch Chunk and Summit Hill.....	Mt. Pisgah, Pa.....	Summit Hill.....	9
McGregor and Missouri River.....	McGregor, Iowa.....	Mason City.....	130
McMinville and Manchester.....	McMinville, Tenn.....	Tullahoma.....	34
MEMPHIS AND LOUISVILLE.....	Louisville, Ky.....	Memphis, Tenn.....	377
Memphis and Little Rock.....	Huntersville, Ark.....	Duval's Bluff.....	40
Memphis, El Paso and Pacific*.....	Memphis.....	San Diego, Cal.....	
MEMPHIS AND CHARLESTOWN.....	Memphis, Tenn.....	Chattanooga.....	309
Florence Branch.....	Tuscumbia.....	South Florence.....	
MICHIGAN CENTRAL.....	Detroit, Mich.....	Chicago, Ill.....	284
Middleburgh and Schoharie.....	Middleburgh, N. Y.....	Central Bridge.....	
Middleboro' and Taunton.....	Middleboro', Mass.....	Taunton.....	10½
Mill Creek and Mt. Carbon.....	Pottsville, Pa.....	Trackville.....	
Millstone and New Brunswick.....	Millstone, N. J.....	New Brunswick....	
MILWAUKEE AND ST. PAUL.....	Milwaukee, Wis.....	Prairie du Chien...194	
Iowa and Minnesota Division.....	N. McGregor, Iowa...	St. Paul, Minn.....	242
La Crosse Division.....	Milwaukee, Wis.....	La Crosse.....	195
Northern Division.....	Milwaukee ".....	Portage City.....	96
" ".....	Watertown.....	Sun Prairie.....	26
" ".....	Horicon.....	Winneconne.....	58
Madison Line.....	Junction.....	Madison.....	42
Monroe Line.....	Milton Junction.....	Monroe.....	43
Mine Hill and Schuylkill Haven.....	Schuylkill Haven.....	Trevorton.....	23
Mineral Point.....	Warren, Ill.....	Mineral Point, Wis. 32	
MISSISSIPPI CENTRAL.....	Humboldt, Tenn.....	Canton, Miss.....	253
Mississippi, Gainesville & Tuscaloosa.....	Gainesville, Ala.....	Gainesville June... 22	
Mississippi and Tennessee.....	Memphis, Tenn.....	Grenada.....	100
Missouri, Kansas and Texas*.....	Junction City.....	Chetopa.....	178
Missouri River, Fort Scott and Gulf*.....	Kansas City.....	Fontana.....	55
Missouri Valley.....	Harlem, Mo.....	Savannah.....	84
Mobile and Girard.....	Columbus, Ga.....	Troy.....	84
MOBILE AND OHIO.....	Mobile, Ala.....	Columbus, Ky.....	472
Columbus Branch.....	Artesia.....	Columbus, Miss.... 13	
Mobile and Montgomery.....	Montgomery, Ala.....	Mobile.....	186
Montclair, N. J.....	Jersey City.....	Greenwood Lake... 11	
Montgomery and Decatur.....	Montgomery.....		
Montgomery and West Point.....	Montgomery.....	West Point.....	88
Columbus Branch.....	Opelika.....	Columbus, Ga.....	28
Montgomery and Eufala.....	Montgomery.....	Mitchell's.....	
MORRIS AND ESSEX.....	New York.....	Easton, Pa.....	85
Boonton Branch.....	Denville, N. J.....	Boonton.....	6
Chester, ".....	Dover, ".....	Chester.....	13
Sussex, ".....	Waterloo ".....	Newton.....	11
Mountain Link & Schuylkill Valley.....	Pottsville, Pa.....	Tamaqua.....	17½
NASHVILLE AND CHATTANOOGA.....	Nashville, Tenn.....	Chattanooga.....	151
Shelbyville Branch.....	Wartrace.....	Shelbyville.....	
Nashville and Decatur.....	Nashville.....	Decatur.....	122
Nashville and Northwestern.....	".....	Hickman.....	170

† Connects by Steamer with Cairo, Ill., 20 Miles.

NAME.	FROM	TO	MILES.
Naugatuck, Conn.....	Bridgeport.....	Winsted.....	61
Newark and Bloomfield.....	Newark.....	Montelaire.....	5
Newark and New York.....	".....	New York.....	9
New Brunswick and Canada.....	St. Andrew's, N. B.....	Richmond.....	89
St. Stephen's Branch.....	Watt's Junction.....	St. Stephens.....	19
New Bedford & Taunton & Branch.....	New Bedford.....	Providence.....	55
Newburyport, Mass.....	Boston.....	Newburyport.....	40
New Haven, Hartford, & Springfield.....	New Haven, Conn.....	Springfield, Mass..	62
Middletown Branch.....	Berlin.....	Middletown.....	10
N. Haven, N. London & Stonington.....	New Haven, Conn.....	Providence.....	112
N. Haven, Middleton & Willimantic.....	".....	Willimantic.....	52
New Haven and Northampton.....	".....	Williamsburg.....	84
Collinsville Branch.....	Farmington.....	Collinsville.....	8
New Jersey.....	New York.....	New Brunswick.....	32
New Jersey Midland*.....	Weehawken, N. J.....	N. York State L.....	68
New Jersey Southern.....	Sandy Hook.....	Philadelphia.....	89
Long Branch.....	Junction.....	Long Branch.....	5
Tom's River Branch.....	Junction.....	Tom's River.....	8
New Lisbon, Ohio.....	Leetonia.....	New Lisbon.....	11
New London and Northern.....	New London.....	Grout's Corner.....	100
New Orleans and Carrollton.....	New Orleans.....	Carrollton.....	
New Orleans, Jackson and G. North.....	New Orleans.....	Canton, Miss.....	206
New Orleans, Mobile & Chattanooga.....	New Orleans.....	Mobile.....	140
N. Orleans, Opelousas & Gt. Western†.....	Algiers, La.....	Brashear.....	80
New Orleans and Ohio.....	Paducah, Ky.....	Union City.....	62
New York and New Haven.....	New York.....	New Haven.....	76
New York and Harlem.....	".....	Rutland, Vt.....	241
NEW YORK CENTRAL.....	Albany.....	Buffalo.....	296
".....	".....	Rochester.....	Suspension Bridge. 76
".....	".....	Troy.....	Schenectady..... 21
Athens Branch.....	Schenectady.....	Athens.....	
Auburn Branch.....	Syracuse.....	Rochester.....	104
Rochester and Charlotte Branch.....	Rochester.....	Charlotte.....	6
Canandaigua, Batavia & Tonawanda.....	Canandaigua.....	Towanda.....	86
Batavia and Attica.....	Batavia.....	Attica.....	12
Buffalo, Niagara Falls & Lewiston.....	Buffalo.....	Lewiston.....	28
NEW YORK AND OSWEGO MIDLAND*.....	Oswego, N. Y.....	N. Jersey State L.....	215
Auburn Branch*.....	Auburn.....	Norwich.....	65
New Berlin Branch.....	New Berlin.....	Guilford.....	22
Delhi Branch.....	Delhi.....	Walton.....	15
Ellenville Branch.....	Ellenville.....	Summitville.....	8
Montclair Branch*.....	Greenwood Lake.....	Jersey City.....	40
Moristown Branch.....	Montclair, N. J.....	Morristown.....	13
Niles and New Lisbon.....	Niles, Mich.....	New Lisbon.....	33
Norfolk and Petersburg.....	Norfolk, Va.....	Petersburg.....	81
North Carolina.....	Goldsboro.....	Charlotte.....	223
North Easton, S. C.....	Charleston.....	Florence.....	102

† Connects at Brashear, La., with Morgan's Line of Steamships for Galveston, Texas, 240 Miles.

NAME.	FROM	TO	MILES.
North Louisiana and Texas*	Delta, La.	Monroe.	72
NORTH MISSOURI			
Eastern and Western Divisions	St. Louis, Mo.	Kansas City.	272
Northern Division	Moberly Junction.	Ottumwa.	130
Columbia Branch.	Centralia.	Columbia.	22
North Pennsylvania.	Philadelphia.	Bethlehem.	55
NORTHERN PACIFIC*	Duluth, Minn.	Puget Sound.	1,775
Portland Branch*	Mississippi River.	Portland, Or.	1,100
Puget Sound Branch*	Portland.	Puget Sound.	145
Northern, Canada.	Toronto.	Collingwood.	94
Northern New Jersey.	New York.	Piermont.	24
NORTHERN CENTRAL			
Baltimore and Susquehanna Div.	Baltimore, Md.	Sunbury, Pa.	138
Elmira Division.	Sunbury.	Elmira, N. Y.	218
Canandaigua Division.	Elmira, N. Y.	Rochester, N. Y.	98
Shamokin Division.	Sunbury.	Mount Carmel.	28
Wrightsville Branch.	York, Pa.	Wrightsville.	14
Northern New Hampshire.	Concord.	Wells River June.	69
Bristol Branch.	Franklin.	Bristol.	15
Norwich and Worcester.	Norwich.	Worcester.	73
Nova Scotia, Canada.	Halifax.	Pictou.	113
Windsor Branch.	"	Windsor.	45
Ogdensburg and Lake Champlain.	Ogdensburg, N. Y.	Rouse's Point.	118
OHIO AND MISSISSIPPI	Cincinnati, Ohio.	St. Louis, Mo.	340
Louisville Branch.	North Vernon.	Jeffersonville.	53
Oil City and Pithole.	Oleopolis, Pa.	Pithole.	7
Oil Creek and Alleghany River.	Irvine-ton.	Corry.	95
OLD COLONY AND NEWPORT.	Boston, Mass.	Newport, R. I.	67
Middleboro and Myrick's.	Middleboro.	Myrick's.	
Plymouth and South Braintree.	South Braintree.	Plymouth.	26
Dorchester and Milton.	Dorchester.	Milton.	8
Abington and Bridgewater.	Abington.	Bridgewater.	7
Omaha and Southwestern.	Omaha, Neb.	Lincoln.	67
ORANGE, ALEXANDRIA & MANASSAS.	Washington, D. C.	Lynchburgh, Va.	178
Manassas Branch.	Manassas.	Harrisburg.	85
Warrenton Branch.	Warrenton Junction.	Warrenton.	
Oregon and California*			
Oswego and Rome.	Oswego, N. Y.	Rome.	71
Oswego and Syracuse.	"	Syracuse.	35
PACIFIC, Missouri.	St. Louis.	Atchison, Kan.	330
Boonville Branch.	Tipton.	Boonville.	25
Paducah and Gulf.	Paducah, Ken.	Troy.	63
Peninsula.	Climax, Mich.	Lansing.	55
Pennsylvania & New York Canal.	Waverly.	Tonawanda.	20
PENNSYLVANIA CENTRAL.	Philadelphia.	Pittsburgh.	354
Columbia Branch.	Intersection.	Rohrerstown.	30
York Branch.	Columbia.	York, Pa.	13
Mifflin and Centre County Branch.	Penn. Railro'd Depot.	Milroy.	13

NAME.	FROM	TO	MILES
Ebensburg and Cresson Branch.....	Cresson.....	Ebensburgh.....	11
Butler Branch.....	Intersection.....	Butler.....	21
Indiana Branch.....	Blairsville Inter.....	Indiana.....	19
Hollidaysburg and Newry Branch.....	Altoona.....	Newry.....	11
Waynesburg Branch.....	Downington.....	Waynesboro.....	18
Bald Eagle Division.....	Tyrone.....	Lock Haven.....	55
Clearfield Division.....	".....	Clearfield.....	38
Western Pennsylvania Branch.....	Blairsville Inter.....	Alleghany City.....	64
Pensacola and Louisville.....	Pensacola, Fla.....	Junction.....	44
Peoria, Pekin and Jacksonville.....	Peoria, Ill.....	Jacksonville.....	83
Perkiomen, Pa.....	Perkiomen.....	Skippack.....	10
Perth Amboy and Woodbridge.....	Junction, N. J.....	Perth Amboy.....	
Petersburg and Weldon.....	Petersburg, Va.....	Weldon.....	63
Gaston Branch.....	Hickford.....	Gaston.....	
Philadelphia and Baltimore Central.....	Philadelphia.....	Port Deposit.....	57
PHILADELPHIA AND ERIE.....	".....	Erie.....	288
Phila., Germantown & Norristown... ..	".....	Norristown.....	17
Philadelphia and Reading.....	".....	Pottsville.....	93
Philadelphia and Trenton.....	".....	Trenton.....	28
Phila., Wilmington and Baltimore... ..	".....	Baltimore.....	98
PITTSBURGH, CINCINNATI & ST. LOUIS... ..	Pittsburgh, Pa.....	Columbus, O.....	193
" " " "	Columbus.....	Indianapolis.....	188
" " " "	Indianapolis.....	St. Louis.....	162
Pittsburgh and Connellsville.....	Pittsburgh.....	Cumberland, Md.....	150
PITTSBURGH, FORT WAYNE & CHICAGO... ..	".....	Chicago.....	468
Pittsfield and North Adams.....	Pittsfield, Mass.....	North Adams.....	20
Plattsburgh and Montreal.....	Plattsburgh, N. Y.....	Montreal, Can.....	63
Ponchartrain.....	New Orleans.....	Lake Ponchartr'n.....	
Port Hope, Lindsay and Beaverton... ..	Port Hope, Can.....	Lindsay.....	34
Port Hope and Peterboro.....	".....	Peterboro.....	31
Port Huron and Milwaukee*.....	Port Huron, Mich.....		
Portland and Kennebec.....	Portland, Me.....	Skowhegan.....	100
Bath Branch.....	Brunswick.....	Bath.....	9
Portland and Ogdensburg.....	Portland, Me.....	Fryeburg.....	48
Portland and Oxford Central.....	Sumner.....	Mechanics' Falls... ..	
Portland and Rochester.....	Portland.....	Alfred.....	
Portland, Saco and Portsmouth.....	".....	Portsmouth.....	52
Portsmouth, Great Falls & Conway... ..	Portsmouth, N. H.....	Union.....	26
Providence and Worcester.....	Providence, R. I.....	Worcester, Me.....	43
Providence, Warren and Bristol.....	".....	Bristol.....	14
Raleigh and Gaston.....	Raleigh, N. C.....	Weldon.....	97
Reading and Columbia.....	Reading, Pa.....	Columbia.....	46
RENSSELAER AND SARATOGA.....	Troy, N. Y.....	Rutland, Vt.....	95
Albany Division.....	Albany.....	Junction.....	12
Schenectady Division.....	Schenectady.....	Ballston Spa.....	22
Glens Falls Branch.....	Fort Edward.....	Glens Falls.....	5
Richmond, Danville and Piedmont... ..	Richmond, Va.....	Greensboro.....	189
Richmond, Fredericksburg & Poto'e... ..	".....	Washington.....	130

NAME.	FROM	TO	MILES.
Richmond and Petersburg.....	Richmond, Va.....	Petersburg.....	23
Richmond and York River.....	" ".....	West Point.....	38
Roanoke Valley, Va.....	Valley Junction.....	Clarksville.....	22
Rock Island and Peoria.....	Rock Island, Ill.....	Coal Valley.....	11
Rockford, Rock Island & St. Louis*.....	St. Louis.....	Sterling, Ill.....	294
Rockville.....	Rockville, Cinn.....	Vernon.....	5
Rome.....	Rome, Geo.....	Kingston.....	20
Rome, Watertown and Ogdensburg.....	Rome, N. Y.....	Ogdensburg.....	142
Potsdam Branch.....	De Kalb Junction.....	Potsdam.....	25
Rondout and Oswego*.....	Rondout, N. Y.....	Oswego.....	...
Rutland, Burli'n & Vermont Valley.....	Brattleboro, Vt.....	Burlington.....	144
Sandusky, Mansfield and Newark.....	Sandusky, Ohio.....	Newark.....	116
Schoharie Valley.....	Schoharie.....	Middleburg.....	...
Schuylkill and Susquehanna.....	Pottsville, Pa.....	Harrisburg.....	59
Seaboard and Roanoke.....	Portsmouth, Va.....	Weldon.....	80
Selma and Meridian.....	Selma, Ala.....	Meridian.....	107
Selma, Marion and Memphis*.....	" ".....	.....	...
Selma, Rome and Dalton.....	" ".....	Kingston.....	217
Sheboygan and Fond du Lac.....	Sheboygan.....	Fond du Lac.....	45
Sioux City and Pacific.....	Missouri Valley.....	Sioux City, Iowa.....	76
Fremont Division.....	" ".....	Fremont.....	38
South and North Alabama.....	Montgomery.....	Calera.....	63
SOUTH CAROLINA.....	Charleston.....	Columbia.....	137
Aiken Branch.....	Aiken, S. C.....	Augusta, Geo.....	75
Camden Branch.....	Camden.....	Columbia.....	63
South Shore, Mass.....	Boston.....	Cohasset.....	21
South Side, Long Island.....	Brooklyn, N. Y.....	Patchogue.....	54
Far Rockaway Branch.....	Valley Stream.....	Far Rockaway.....	6
South Side, Virginia.....	Petersburg.....	Lynchburg.....	123
Southern Central.....	Auburn, N. Y.....	Oswego.....	68
Southern Minnesota.....	La Crosse.....	Wells.....	148
Southern Pacific.....	Shreveport, La.....	Hallsville.....	56
Southern Pacific*.....	San Francisco, Cal.....	Colorado River.....	...
SOUTHERN TRANS-CONTINENTAL*.....	Memphis.....	El Paso.....	...
South Western Georgia.....	Macon.....	Eufaula.....	143
" " ".....	" ".....	Columbus.....	100
Spartansburg and Union.....	Spartansburg.....	Alston.....	68
Springfield and Illinois.....	Springfield.....	Pana.....	43
Staten Island.....	Vanderbilt Land.....	Tottenville.....	13
Stanstead, Shefford and Chambly.....	St. John, Canada.....	Waterloo.....	43
Sterling Mountain.....	Sterling Junction.....	Lakeville.....	...
Stonington and Providence.....	Providence.....	New London.....	62
St. Joseph Valley, Mich.....	Kalamazoo.....	White Pigeon.....	36
St. Joseph and Council Bluffs.....	St. Joseph, Mo.....	Omaha, Neb.....	132
St. Joseph and Denver*.....	" ".....	.....	...
St. Lawrence and Ottawa.....	Prescott, Can.....	Ottawa.....	54
St. Louis and Southeastern.....	East St. Louis.....	Mt. Vernon, Ill.....	76
St. Louis and St. Joseph.....	North Lexington.....	St. Joseph.....	76

NAME.	FROM	TO	MILES.
St. Louis, Alton and Terre Haute.....	Indianapolis, Ind	St. Louis.....	263
Belleville Branch.....	East St. Louis.....	Du Quoin.....	71
St. Louis and Iron Mountain.....	St. Louis, Mo.....	Belmont	195
St. Louis, Vandalia and Terre Haute.....	East St. Louis.....	Indianapolis.....	238
St. Louis and Southeastern.....	“	Shawneetown.....	139
St. Paul and Chicago.....	St. Paul.....	Winona, Minn.....	101
St. PAUL AND PACIFIC*.....	“	Benton.....	135
Branch Line.....	St. Anthony.....	Sauk Rapids.....	68
St. Paul and Sioux City*.....	St. Paul.....	St. James.....	121
Sunbury and Lewistown.....	Sunbury, Pa.....		
Sycamore and Cortland.....	Sycamore.....	Cortland	
Syracuse, Binghampton & New York.....	Syracuse	Binghampton.....	80
TALLAHASSEE AND GEORGIA.....	Quincy, Fla.....	Jacksonville.....	189
St. Mark's Branch.....	Tallahassee.....	St. Marks.....	21
Tennessee and Pacific	Nashville	Lebanon	31
Terre Haute and Indianapolis.....	Indianapolis.....	Terre Haute.....	73
TOLEDO, PEORIA AND WARSAW.....	State Line.....	Warsaw.....	277
TOLEDO, WABASH AND WESTERN.....	Toledo, Ohio.....	Quincy, Ill.....	476
St. Louis Division.....	Decatur, Ill.....	St. Louis.....	109
Keokuk Branch.....	Clayton, “	Keokuk, Iowa.....	42
Troy and Boston.....	Troy, N. Y.....	North Adams.....	48
Troy and Bennington.....	Hoosick Junction.....	State Line.....	
UNION PACIFIC.....	Omaha, Neb.....	Ogden, Utah.....	1,032
Central Branch.....	Atchison, Kan.....	Waterville.....	100
Southern Branch.....	Junction City, Kan.....	Burlington.....	89
Utah Central.....	Ogden, Utah.....	Salt Lake City.....	40
Utica, Chenango and Susquehanna.....	Utica.....	Norwich.....	54
Utica and Black River.....	“	Lowville, N. Y.....	59
VERMONT CENTRAL.....	Bellows Falls, Vt.....	Rouse's Point.....	184
Vermont and Massachusetts.....	Fitchburg.....	Hoosac Tunnel.....	86
“ “ “	Grout's Corner.....	Brattleboro, Vt.....	21
Vicksburg and Meridian.....	Vicksburg, Miss.....	Meridian.....	140
VIRGINIA AND TENNESSEE.....	Lynchburg, Va.....	Bristol, Tenn.....	204
Washington, Alexandria & Georgetown.....	Washington.....	Alexandria.....	7
Washington and Ohio.....	Alexandria, Va.....	Hamilton.....	44
Welland, Canada.....	Port Dalhousie.....	Port Colborne.....	
Westchester and Philadelphia.....	West Philadelphia.....	Westchester.....	27
Westchester, Pa.....	West Chester Inter....	“	
Western.....	West Point, Geo.....	Montgomery.....	88
Western and Atlantic.....	Atlanta, Geo.....	Chattanooga.....	138
Western, North Carolina.....	Salisbury.....	Old Fort.....	115
WESTERN UNION.....	Racine, Wis.....	Rock Island, Ill.....	197
West New Jersey.....	Camden.....	Bridgeton	37
“ “ “	Glassboro.....	Millville.....	22
“ “ “	Elmer	Salem.....	17
WESTERN PACIFIC.....	San Francisco, Cal.....	Sacramento.....	138
Western Maryland.....	Relay.....	York Road.....	44
West Wisconsin.....	Tomah, Wis.....	Eau Claire.....	88

NAME.	FROM	TO	MILES.
Whitehall and Plattsburgh.....	Plattsburgh, N. Y.....	Ausable River.....	20
Wiconico and Pocomoke.....	Berlin, N. C.....	Salisbury.....	23
Wilmington, Charlotte & Rutherford.	Wilmington, N. C.....	Sand Hill.....	110
Wilmington and Manchester.....	"	" Kingsville.....	171
Wilmington and Reading.....	Wilmington, Del.....	Reading, Pa.....	73
Wilmington and Weldon.....	Wilmington, N. C.....	Weldon.....	162
Windsor and Annapolis.....	Windsor, N. S.....	Annapolis.....	84
Winona and St. Peter.....	Winona, Minn.....	St. Peter.....	140
Worcester and Nashua.....	Worcester, Mass.....	Nashua, N. H.....	46

TONNAGE OF THE UNITED STATES—1870.

BY

STATES AND TERRITORIES.

ATLANTIC AND GULF COASTS.

STATES, &C.	TONNAGE.
Maine.....	389,388
New Hampshire, (<i>Portsmouth</i>).....	12,967
Massachusetts, (<i>Boston</i> , 312,358).....	534,642
Rhode Island.....	45,003
Connecticut.....	84,338
New York, (<i>City</i>).....	1,136,628
<i>Sag Harbor</i>	10,340
New Jersey.....	88,209
Pennsylvania, (<i>Philadelphia</i>).....	212,624
Delaware.....	18,857
Maryland, (<i>Baltimore</i> , 114,939).....	132,217
District of Columbia, (<i>Georgetown</i>).....	27,002
Virginia.....	29,434
North Carolina.....	15,153
South Carolina.....	15,545
Georgia.....	29,247
Florida.....	17,296
Alabama, (<i>Mobile</i>).....	27,428
Mississippi, (<i>Pearl River</i>).....	1,274
Louisiana.....	59,450
Texas.....	18,755
Total	2,905,798

PACIFIC COAST.

California, (<i>San Francisco</i>).....	148,776
Oregon.....	10,971
Washington Territory, (<i>Puget Sound</i>)..	24,827
Total	184,574

Total, Atlantic and Pacific Coasts—Sea-going Vessels.....3,090,372

NORTHERN LAKES.

STATES, &C.	TONNAGE.
Vermont, (<i>Burlington</i>).....	5,797
New York, (<i>Buffalo</i> , 143,888).....	312,745
Pennsylvania, (<i>Erie</i>).....	4,924
Ohio, (<i>Cleveland</i> , 56,885).....	84,136
Michigan, (<i>Detroit</i> , 71,458).....	109,860
Illinois, (<i>Chicago</i>).....	104,314
Wisconsin, (<i>Milwaukee</i>).....	39,590
Total	661,366

WESTERN RIVERS.

Louisiana, (<i>New Orleans</i>).....	46,658
Mississippi.....	1,316
Tennessee.....	11,398
Kentucky.....	18,646
Missouri, (<i>St. Louis</i>).....	104,700
Iowa.....	4,825
Minnesota, (<i>St. Paul</i>).....	18,316
Illinois.....	23,713
Indiana.....	5,148
Ohio, (<i>Cincinnati</i>).....	61,618
West Virginia.....	12,369
Pennsylvania, (<i>Pittsburgh</i>).....	84,194
Total	392,902

RECAPITULATION.


Atlantic and Gulf Coasts.....	2,905,798
Pacific Coasts.....	184,574
Northern Lakes.....	661,366
Western Rivers.....	392,901
Grand Total	4,144,639

VARIATION OF TIME

IN

CROSSING THE CONTINENT.

NOON	AT	WASHINGTON, D. C.	NOON	AT	WASHINGTON, D. C.
1 37	P. M. at	St. John, N. F.	11 36	A. M. at	Columbus, O.
12 54	"	Halifax, N. S.	11 36	"	Detroit, Mich.
12 44	"	St. John's, N. B.	11 30	"	Cincinnati, Ohio.
12 27	"	Portland, Me.	11 30	"	Lansing, Mich.
12 25	"	Portsmouth, N. H.	11 30	"	Atlanta, Ga.
12 24	"	Boston, Mass.	11 29	"	Frankfort, Ky.
12 23	"	Newport, R. I.	11 26	"	Louisville, "
12 23	"	QUEBEC, Can.	11 24	"	Indianapolis, Ind.
12 22	"	Concord, N. H.	11 23	"	Montgomery, Ala.
12 16	"	New Haven, Conn.	11 21	"	Nashville, Tenn.
12 14	"	Montreal, Can.	11 17	"	Chicago, Ill.
12 13	"	Albany, N. Y.	11 16	"	Mobile, Ala.
12 12	"	NEW YORK.	11 16	"	Milwaukee, Wis.
12 09	"	Trenton, N. J.	11 12	"	Cairo, Ill.
12 07	"	Philadelphia.	11 10	"	Madison, Wis.
12 06	"	Wilmington, Del.	11 08	"	New Orleans.
12 05	"	OTTAWA, Can.	11 07	"	Memphis, Tenn.
12 03	"	Norfolk, Va.	11 07	"	St. Louis, Mo.
12 02	"	Baltimore, Md.	11 05	"	Dubuque, Iowa.
12 00	Noon at	Harrisburg, Pa.	11 05	"	Vicksburg, Miss.
12 00	"	Elmira, N. Y.	10 59	"	Little Rock, Ark.
12 00	"	Kingston, Can.	10 56	"	St. Paul, Minn.
11 58	A. M. at	Richmond, Va.	10 53	"	Des Moines, Iowa.
11 58	"	Wilmington, Del.	10 49	"	Galveston, Texas.
11 52	"	Buffalo, N. Y.	10 49	"	Leavenworth, Kan.
11 50	"	Toronto, Can.	10 44	"	Omaha, Neb.
11 50	"	Panama, N. G.	10 43	"	Vera Cruz.
11 50	"	Raleigh, N. C.	10 32	"	Mexico.
11 48	"	Pittsburgh, Pa.	10 08	"	Denver, Col.
11 48	"	Charleston, S. C.	10 04	"	Santa Fé, N. M.
11 45	"	Wheeling, W. Va.	9 40	"	Salt Lake City, U.
11 44	"	Columbia, S. C.	9 02	"	Sacramento, Cal.
11 44	"	Savannah, Ga.	8 58	"	San Francisco.
11 42	"	St. Augustine, Fla.	8 56	"	Portland, Or.
11 41	"	Cleveland, O.	8 44	"	Vanconver's Island.
11 38	"	Havana, Cuba.	7 28	"	Sitka, Alaska.

 Making a difference of 6 h. 9 min. in the Sun's rising on crossing the Continent.

COMMENCEMENT OF RAILROADS

IN THE UNITED STATES.

It is now forty years since the completion of the first Railroad in the United States, several being projected as early as 1828. To the late HENRY S. TANNER, author of a "Description of Canals and Railroads in the United States," published in 1840, we are indebted for most of the following reliable information.

The BALTIMORE AND OHIO RAILROAD, the first important line undertaken, was incorporated on the 28th of February, 1827, by the Legislature of Maryland. The work was commenced on the 4th of July, 1828, and fourteen miles opened for traffic in 1830; in 1831 it was extended to Frederick, 62 miles, and in 1832, to the Point of Rocks, 68 miles, being soon thereafter opened to Harper's Ferry, 81 miles from Baltimore. Until 1831 it was operated by horse power.

The PENNSYLVANIA RAILROAD, authorized by Act of the Legislature, passed March, 1828, was commenced as a State work. It was divided into two divisions, and known as PHILADELPHIA and COLUMBIA RAILROAD, 81 miles in length, and the ALLEGHANY PORTAGE RAILROAD, 36 miles, running from Hollidaysburg to Johnstown, across the Alleghany Mountains. The latter road had several inclined plains, with stationary engines to facilitate the transportation of freight and passengers, connecting at each terminus with the *Pennsylvania Canal* running

between Philadelphia and Pittsburgh. In September, 1832, twenty miles of single track was ready for use on the Eastern Division, and in April, 1834, the entire route, from Philadelphia to Columbia, was opened for travel. Total cost of the Philadelphia and Columbia Railroad, \$3,754,577.

The ALLEGHANY PORTAGE RAILROAD, which was considered a great achievement in engineering, attained an altitude of 2,490 ft. above the Atlantic Ocean. It had one tunnel 900 feet in length. This important work was commenced early in 1831, and finished in March, 1834.

The MOHAWK AND HUDSON, running from Albany to Schenectady, 17 miles, was commenced in August, 1830, and completed in 1832, being the first railroad finished to completion in the United States; at each terminus was an inclined plane with stationary engines.

The SARATOGA AND SCHENECTADY RAILROAD was commenced in 1831, and opened July, 1832. Length, 21 miles.

The SOUTH CAROLINA RAILROAD was commenced in 1830, and 62 miles of it finished in 1832. In 1834 it was completed to Hamburg, opposite Augusta, Georgia, 136 miles; at the time of its completion it was the longest railroad in the world, being the first upon which a locomotive engine of American manufacture was used.

THE NEW YORK AND HARLEM RAILROAD was commenced in 1831, and a portion of it within the City of New York opened the latter part of the same year.

THE PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD, 6 miles, to Germantown, was opened in 1832. In December a locomotive was put on this road, built by M. W. Baldwin of Philadelphia. The following Advertisement was issued, dated December 13, 1832, and inserted in a Philadelphia paper:—

Notice.—The engine with a train of cars, will be run daily, (commencing this day,) when the weather is fair. When the weather is not fair, the horses will draw the cars. Passengers are requested to be punctual at the hours of starting. Points of starting are at Green and Ninth streets, and from the Main street, the centre of Germantown, near Wunder's Hotel. Whole cars may be taken. Tickets, 25 cents.

THE CAMDEN AND AMBOY RAILROAD was commenced in 1831, and 14 miles, extending from Bordentown to Hightstown, was completed in 1832. It was finished from Camden to South Amboy, 62 miles, in 1834, there connecting with Steamers running to the City of New York.

THE NEW JERSEY RAILROAD was commenced in 1832, and completed to New Brunswick, 31 miles, in 1834.

THE PHILADELPHIA AND TRENTON RAILROAD, 28 miles, was completed in 1833.

THE NEW CASTLE AND FRENCHTOWN RAILROAD, connecting the Chesapeake and Delaware Bays, was completed in 1832.

THE WASHINGTON BRANCH of the Baltimore and Ohio Railroad, 31 miles in length, was opened in 1835.

THE RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD was opened from Richmond to Fredericksburg, Va., in 1837; and, in 1838, the RICHMOND AND PETERSBURG RAILROAD was completed.

THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD, 98 miles, was opened its whole length in 1838, —with other roads forming a through line of Railroad from New York to Washington.

THE WILMINGTON AND WELDON RAILROAD, 162 miles in length, was opened in 1840; and, in 1843, the PETERSBURG AND ROANOKE RAILROAD was finished, forming a continuous line of Railroad from the Potomac, at Aquia Creek, to Wilmington, N. C., and by Steamer to Washington, D. C.

THE WESTERN RAILROAD of Massachusetts, now known as the *Boston and Albany Railroad*, 200 miles in length, was opened from Boston to Albany, N. Y. in 1841. The BOSTON AND WORCESTER RAILROAD formed a part of this line of travel, extending from Boston to Worcester, 45 miles.

In 1842 the important lines of Railroad, under different names, extending from Albany to Buffalo, 298 miles, was completed, afterwards being consolidated under the name of the NEW YORK CENTRAL RAILROAD. The completion of this great work, affording a through line of Railroad from Boston to Buffalo, was an event of great magnitude in the Railway history of the country.

The PHILADELPHIA AND READING RAILROAD, extending from Philadelphia to the Schuylkill coal fields, was opened in 1842, being soon followed by other Railroads throughout the coal region of Pennsylvania.

At this time (1842) there was about 4,000 miles of Railroad finished in the United States; after that period the growth gradually increased for the

next eight years; in 1850 there being nearly 10,000 miles of Railroad completed. In 1860 there was about 20,000 miles completed. For four years the increase was small, owing to the breaking out of the rebellion, but since its close, in 1865, the increase has been very rapid, there being in 1871 upwards of 54,000 miles finished and in operation.

RAILROAD STATISTICS.—1871.

The Annual figures in regard to Railway construction throughout the United States have been made up, and show a total of 54,435 miles constructed in 1870. The average cost per mile of new road was \$40,000.

The following Table shows the distribution of mileage and cost of Railroads in the several States and Territories:—

STATES & TERRITORIES.	LENGTH IN MILES.		COST OF ROAD & EQUIPMENT.
	TOTAL.	OPEN.	
Maine.....	972	810	\$26,241,901
New Hampshire.....	987	795	23,647,935
Vermont.....	658	618	34,488,594
Massachusetts.....	1,739	1,478	77,496,830
Rhode Island.....	136	136	4,805,996
Connecticut.....	978	729	34,976,834
	5,470	4,506	\$199,658,090
New York.....	5,453	3,892	\$234,049,545
New Jersey.....	1,241	1,092	74,525,196
Pennsylvania.....	6,313	5,056	296,739,037
Delaware and Maryland.....	1,429	885	44,782,459
West Virginia.....	712	375	30,493,739
	15,078	11,300	\$680,589,976
Virginia.....	2,253	1,466	\$53,386,858
North Carolina.....	1,574	1,178	33,164,298
South Carolina.....	1,438	1,138	32,863,588
Georgia.....	2,314	1,933	44,322,919
Florida.....	607	440	11,781,919
	8,186	6,155	\$174,519,582
Alabama.....	2,120	1,396	\$46,598,605
Mississippi.....	1,118	978	33,208,839
Louisiana.....	945	478	19,523,798
Texas.....	4,071	656	22,050,000
Arkansas.....	1,054	286	8,798,000
Tennessee.....	2,016	1,490	51,528,745
Kentucky.....	1,375	907	35,640,609
	12,699	6,201	\$217,348,656

STATES & TERRITORIES.	LENGTH IN MILES.		COST OF ROAD & EQUIPMENT.
	TOTAL.	OPEN.	
Ohio.....	4,801	3,628	\$192,538,214
Michigan.....	2,993	1,733	75,817,748
Indiana.....	4,865	3,278	135,957,186
Illinois.....	8,813	5,423	237,553,000
Wisconsin.....	3,142	1,475	59,833,881
	24,614	15,547	\$701,700,029
Missouri.....	4,573	2,140	\$106,663,464
Kansas.....	3,698	1,501	56,723,700
Colorado.....	1,268	368	17,400,000
Iowa.....	4,472	2,550	111,978,000
Nebraska.....	1,205	588	39,300,000
Wyoming Ter.....	492	492	46,700,000
Minnesota.....	2,754	972	34,720,000
Dakota Territory.....	700	.....	300,000
Montana and Idaho Territories.....	600	.....	.....
	19,662	8,611	\$413,785,164
California.....	3,294	997	\$70,624,582
Nevada.....	1,493	593	60,000,000
Utah Territory.....	404	364	49,000,000
Oregon.....	2,648	159	6,100,000
Washington Ter.....	420	.....	.....
	8,529	2,113	\$185,724,582

RECAPITULATION.

N. England States...	5,470	4,506	\$199,658,090
Middle States.....	15,079	11,300	680,589,976
S. Eastern States....	8,186	6,156	174,519,582
Gulf & S. W. States..	12,699	6,201	217,348,686
Interior E. of Mis-			
issippi.....	24,614	15,547	701,700,029
Interior W. of Mis-			
issippi.....	19,663	8,612	413,785,164
Pacific States.....	8,259	2,113	185,724,582
Grand Total.....	93,970	54,435	\$2,573,526,199

RAILWAY SYSTEM OF THE UNITED STATES—1871.

THE GREAT TRUNK RAILWAYS of the United States and Canada, with their Connections, which are made subservient to foreign commerce, flowing from Europe on the East and Asia on the West, diverge from the principal Atlantic ports lying within the Temperate Zone, and extend across the Continent to the Pacific Ocean. Other important Lines of Railway run from North to South, forming altogether a complete net-work system of Railroads, extending from the Atlantic to the Pacific Ocean.

Baltimore, Norfolk, Philadelphia, New York, Boston and Portland, are the principal sea-ports from which the above Great Lines of commerce diverge and run Westward. East of the Alleghany Mountains there are now finished *five* principal Trunk Railways, connecting with other Lines of Railroad running to the Mississippi River and the Great Lakes.

THE Baltimore and Ohio Railroad, with its Branches, forms the first Great Line that is finished—running from tide-waters at Baltimore and Washington to the Ohio River—there connecting with Railroads traversing the Valley of the Mississippi and the basin of the Great Lakes. In addition to its terminus at Wheeling, West Virginia, 379 miles west of Baltimore, it has a Branch running to Parkersburg, West Virginia, and another from Cumberland, Maryland to Pittsburgh, Pennsylvania, running over the Alleghany Mountains,—thus making three important connections with western Railroad Lines running to the

Mississippi River, there connecting with the Great Lines of Travel running through Kansas and Nebraska to the Pacific Ocean.

THE Pennsylvania Central Railroad forms the second Great Line crossing the Alleghany Mountains, uniting at Pittsburgh, 354 miles from Philadelphia, with the *Pittsburgh, Fort Wayne and Chicago Railroad*, *Pittsburgh, Cincinnati & St. Louis R. R.*, and all the Trunk Lines of Railways in the Valley of the Mississippi, and those extending westward across the Continent. This Road connects with the *Northern Central Railway*, starting from Baltimore, and with the “Allentown Line,” leaving New York by the *Central New Jersey Railroad*,—both uniting at Harrisburg, Pennsylvania,—thus forming three Great Lines of Travel from the sea-board, in addition to its connection with the *Philadelphia and Erie Railroad*,—which forms, in part, an important Line of Travel from Philadelphia and New York to Erie, Pennsylvania,—there connecting with Steamers running to the different ports on Lake Erie and the Upper Lakes.

THE Erie Railway, with its Branches, is the third Trunk Line, forming a Through Route of Travel from the sea-board to the basin of the Great Lakes and the Valley of the Mississippi. It starts from Jersey City, opposite New York, and runs through the State of New Jersey and Southern New York to Dunkirk, on Lake Erie, 460 miles, while Branches diverge to Rochester, Buffalo, Niagara Falls, &c. The continuation of this Great Line

of Travel, via the *Atlantic and Great Western Railway*, being under one control, forms a speedy mode of conveyance from New York to Cleveland and Cincinnati, Ohio,—connecting with other Railroads running to Chicago, St. Louis, &c.

THE New York and Oswego Midland Railroad, now approaching completion, will form another Through Line of Travel from the City of New York to the Great Lakes, having a double terminus,—one at Oswego, on Lake Ontario, and another at Buffalo, on Lake Erie,—forming the shortest route to the basin of the Great Lakes and the Valley of the St. Lawrence River.

THE Hudson River & New York Central Railroad, in connection with the BOSTON AND ALBANY RAILROAD is the fourth Trunk Line extending from the sea-board; forming in part a Through Route of Travel from the Atlantic to the Pacific Ocean. This important Railroad Route, starting from New York, passes up the Valley of the Hudson to Albany, and from thence through Western New York to Buffalo and Niagara Falls, there connecting with the *Lake Shore Railroad*, and with the *Great Western Railway of Canada*, making close connections with Lines of Railroad running to Chicago, St. Louis, &c. The Great Line of Travel from Boston, westward, unites at Albany with the *New York Central Railroad*, and other Railroads crossing the State of New York, extending to the Lakes and Canada.

THE Grand Trunk Railway of Canada, forming the fifth Trunk Line, controls the Line of Travel running from Portland, Maine to the

Canada Line. It extends to Quebec on the Lower St. Lawrence, on the North, and to Montreal, Toronto and Detroit, Michigan, on the West, connecting with all the Main Lines of Travel running to Chicago, Cincinnati, St. Louis, &c. This important Railway, with its Branches, is the great artery that furnishes Canada with a speedy mode of conveyance from the Atlantic and Gulf of St. Lawrence to the Great Lakes and Valley of the Mississippi,—thus forming an international thoroughfare, passing through a deeply interesting section of the Country.

The sixth Trunk Line, approaching completion, is the **Chesapeake and Ohio Railroad**, running from Richmond, Virginia, across the Alleghany Mountains to the Ohio River, there connecting with Railroads running through the Valley of the Mississippi, forming a short Line of Travel from Norfolk, on the sea-board, to Cincinnati, Louisville, Memphis and St. Louis, and from thence to the Pacific Ocean.

The Great Trunk Railways running West of the Mississippi, and crossing the Rocky Mountains, are the UNION PACIFIC RAILROAD and the CENTRAL PACIFIC RAILROAD, forming a combined line of 1,914 miles of Road, extending from Omaha to San Francisco. For further description, see page 100.

The KANSAS PACIFIC, and the DENVER PACIFIC RAILROADS, 744 miles in length, unite with the above Great Line at Cheyenne, Wyoming Territory, thus affording, in part, two Routes of Travel across the Continent, making close connections with all the Great Lines of Travel in the Valley of the Mississippi.

THE CENTRAL PACIFIC RAILROAD which extends from San Francisco to Ogden, Utah, 881 miles, with its Branches, now has 1,025 miles of Road in operation, and 500 miles in course of construction,—covering nearly the whole Railroad system of the Pacific States.

THE CALIFORNIA AND OREGON RAILWAY is finished from the Junction of the Central Pacific to Chico, California, 96 miles, and will extend North to the Oregon State Line, there to unite with the *Oregon and California Railroad*, to extend further North to the Columbia River.

On the completion of the SOUTHERN PACIFIC RAILROAD, running from a point west of the Mississippi River and extending through the States of Arkansas, Texas, Arizona and California to the Pacific Ocean, there will be formed a great channel of commerce that will benefit all the Southern States and Territories.

THE NORTHERN PACIFIC RAILROAD, now in progress of construction, when finished, will form the *third* Great Line of Travel crossing the Rocky Mountains, extending from Lake Superior and the Mississippi River to the Columbia River and Puget Sound. For further description, see page 105.

Toledo, Wabash and Western Railroad.—This important Railroad starting at Toledo, Ohio, crosses the States of Indiana and Illinois and reaches out to Iowa and Missouri,—forming the most direct Route from Lake Erie to the Mississippi River, and from there to the Pacific Ocean. The Main Line runs from Toledo to Quincy, Ill., a distance of 476 miles.

The completion of the *Decatur and St. Louis Branch* of the above Railway, now enables this Company to run their own trains direct from Toledo to St. Louis, a distance of 432 miles; and in connection with the Lake Shore Railroad and the New York Central Railroad, forms a direct Through Route from Boston and New York to St. Louis, &c.

The *Toledo, Wabash and Western Railroad* now has four important termini on the Mississippi,—Quincy, Hannibal, St. Louis and Keokuk. The new Bridge across the River at Keokuk affords direct uninterrupted connection, via the *Des Moines Valley Railroad*, with the Iowa System of Railroads, and thence to Omaha and the West. The termini at Quincy and Hannibal furnishes a direct Route to Kansas and Colorado; and the South terminus, at St. Louis, facilitates for competing with other Eastern Lines for the travel and trade of the great business centre of the Mississippi,—forming in connection with Lake Erie and the St. Lawrence River a direct communication with the European ports.

Chicago, Burlington and Quincy Railroad.—This important Railway runs from Chicago in a southwesterly direction to the Mississippi River, having a double terminus,—one at Burlington, Iowa, and another at Quincy, Illinois. At the former terminus it connects with the *Burlington and Missouri River Railroad*, and at the latter with the *Hannibal and St. Joseph Railroad*,—thus furnishing two great Routes of Travel from Chicago to the Missouri River; there connecting with the great Through Routes of Travel to Colorado, Utah, California, &c.

The Main Line extends from Chi-

cago to Quincy, 263 miles; the *Burlington Branch*, from Galesburg to Burlington, Iowa, 43 miles; the *Peoria Branch*, from Galesburg to Peoria, Ill., 53 miles; the *Rushville Branch*, from Buda to Rushville, 110 miles; the *New Boston Branch*, from Galva to New Boston, 51 miles; the *Carthage Branch*, from Burlington to Mendon, Ill., 57 miles; the *Keokuk Branch*, from Burlington to Keokuk, Iowa, 43 miles; connecting with the Des Moines Valley Railroad.

At Burlington and Quincy there are iron bridges over the Mississippi River, which enable Through Trains to run, without change of cars, from Chicago to Council Bluffs, Iowa, over the *Burlington and Missouri River Railroad*, and to Kansas City, St. Joseph, &c., over the *Hannibal and St. Joseph Railroad*.

Burlington and Missouri River Railroad.—This Road running from the Mississippi River to the Missouri River, opposite Omaha, Nebraska, forms the third Great Line of Travel running across the State of Iowa, connecting with the *Union Pacific Railroad*, forming a Through Line of Travel to Colorado, Utah and California.

The *Nebraska City Branch*, 50 miles in length, terminates on the Missouri River, opposite Nebraska City; and the *Nebraska Division* extends from Plattsmouth to Lincoln, Neb., 55 miles. This Line will be extended to Fort Kearny, situated on the north bank of the Platte River, making a short connection with the *Union Pacific Railroad*. In connection with the *Chicago, Burlington and Quincy Railroad* it will form a direct Line of Travel from Chicago to San Francisco.

Chicago and Northwestern Railway.—This Great Railway, with its Branches, leaves Chicago by three Lines of Railroad, running West, Northwest and North—passing through the States of Illinois, Iowa and Wisconsin.

Lines of Railroad owned and operated by this Company, are as follows:—

GALENA DIVISION.—Chicago to Clinton, Iowa, 138 miles; Junction, 30 miles west of Chicago to Freeport, Ill., 91 miles; Elgin, 42 miles Northwest of Chicago to Richmond, Ill., 33 miles.

IOWA DIVISION.—Clinton to Missouri River, opposite Omaha, 354 miles.

WISCONSIN DIVISION.—Chicago to Fort Howard, Wis., 242 Miles; Rockford, Ill. to Kenosha, Wis., 72 miles.

MADISON DIVISION.—Belvidere, Ill. to Madison, Wis., 68 miles.

MILWAUKEE DIVISION.—Chicago to Milwaukee, Wis., 85 miles.

PENINSULA DIVISION.—Escanaba to Negaunee, Mich., 68 miles, forming a Through Line of Travel to Lake Superior.

The *Winona and St. Peter Railroad*, 126 miles in length, running from Winona to St. Peter, Minn., is owned and operated by the above Company, forming a Through Line of Travel to Minneapolis and St. Paul. Total length of Road, owned and operated, about 1,300 miles.

The Trains on this Road connect with STEAMERS on the Mississippi River on the West, and with Green Bay and Lake Superior on the North.

Chicago, Rock Island and Pacific Railroad.—This great Line of Travel forming in part a direct Through Line of Railroad from the At-

lantic to the Pacific Ocean, runs westwardly from Chicago to Rock Island, Ill., there crossing the Mississippi River, by a substantial bridge, to Davenport, Iowa. From Davenport this Road is extended, westward, across the State of Iowa to the Missouri River, opposite Omaha, Neb., 494 miles from Chicago, there connecting with the *Union Pacific Railroad*,—thus forming a direct Through Railroad Route from Chicago to San Francisco,—a total distance of 2,408 miles.

The *Peoria Branch Railroad* runs from Bureau to Peoria, Ill., 46 miles. The *Southwestern Branch*, finished from Wilton to Ashland, Iowa, 94 miles, when completed will extend to Leavenworth, Kansas, crossing the State of Iowa and the Northwestern part of Missouri, thus forming another Line of Travel from Chicago to the Missouri River, connecting with all the Great Lines of Travel running through Kansas to Denver, Santa Fé, &c.

Pacific Railroad (OF MISSOURI).—This Road runs from St. Louis, westward, to Kansas City and the State Line, 284 miles, connecting with the *Kansas Pacific Railroad*; then northward to Leavenworth and Atchison, Kansas, 46 miles further. It is an old, well built, and well managed Railroad, offering both safety and comfort to the travelling public. Being on a medium parallel of latitude, (the 39th south of the Missouri River,) and forming a principal connecting link between the East and extreme West, great numbers are constantly passing over it, and the amount of passenger business done by this Road is much greater than by any other Railway of the same length west of the Mississippi.

Through the Main Line of this Rail-

road, its Branches to Boonville and Lexington, and its connections in Western Missouri and Kansas, immense quantities of produce flow into the St. Louis market from Missouri, Kansas and Colorado; and merchandise of great value is sent out from the same market to supply the wants of two or three millions of people.

“It may be interesting to the traveller to know that the average speed on most of the Railroads of Missouri does not exceed twenty miles to the hour. If he is travelling on an express or mail train west of the Mississippi, he can approximate very closely to the time by dividing the distance in miles by twenty; the result will show the hours very nearly.”

North Missouri Railroad.

—This Road extends from St. Louis to Kansas City on the west, 272 miles, and to Ottumwa, Iowa, on the north, 132 miles from Moberly Junction, connecting with the *Des Moines Valley Railroad*. At Centralia, 121 miles North of St. Louis, commences the *Boone County and Jefferson City Railroad*, extending to Columbia, 22 miles. At R. and L. Junction on the Western Division, the *St. Louis and St. Joseph Railroad* intersects the Main Line, being operated by this Company.

This important Line of Travel runs through a rich section of country, and connects with the *Kansas Pacific Railroad* at Kansas City and with the *Kansas City, St. Joseph and Council Bluffs Railroad*, at Harlem, one mile east of Kansas City, and at St. Joseph, 70 miles north of Kansas City, running to opposite Omaha, Neb.; another Branch Railroad is being constructed from Brunswick, Mo. direct to Omaha, 188 miles. When completed, this Road

in connection with others, will afford a direct communication with Western Iowa, Nebraska, and Dakota, thereby securing a portion of the growing trade of the upper Missouri River to St. Louis. The whole number of miles of Railroad under the management of this Company is over five hundred.

Atlantic and Pacific Railroad. (formerly SOUTH PACIFIC.)—

This important Road, running from St. Louis across the State of Missouri, was commenced several years since, but suffered from a multitude of delays during its early organization. It is now completed to the Missouri State Line, 330 miles from St. Louis, and has become one of the great thoroughfares of the Southwest. The Line of the Road is for the most part, through a beautiful section of country, with a fruitful soil, and climate as genial as that of Italy.

The Company have a charter for a Road from Springfield, Mo. to San Francisco, crossing the Continent near the 35th parallel, which is considered by many as the shortest and most desirable as to grade, running through a fertile country rich in agricultural or mineral productions its entire length, and free from all climatic obstructions—hence in many important respects the most desirable of any Route built or projected. It will run through the Indian Territory, New Mexico, Arizona and California to the Pacific Coast.

A Branch Road is being built to extend from Pierce City, Mo. to Van Buren, Arkansas; a distance of 125 miles.

The Land Grant at the disposal of this Company is very large and valuable.

Kansas Pacific Railroad.

—Copied from "TRACY'S GUIDE TO THE GREAT WEST." This important Road, 638 miles in length, traverses the entire State of Kansas from east to west, a distance of 420 miles, and pushes on into Colorado, until it reaches Denver, and there assuming the name of *Denver Pacific*, goes on a hundred and six miles to Cheyenne, Wyoming, connecting with the *Union Pacific Railroad*, thus forming a Through Line of Travel from Missouri and Kansas to Colorado, California, &c.

No other agency has done so much towards making Kansas what she is as the above Railroad. The present business over the Road is enormous. The cattle business alone is very great, and constantly increasing. Kansas is rapidly becoming the great source of cattle supply for the east. Along the whole Line, towns are constantly springing up, and soon become thriving seats of trade. The Kansas Pacific has put its immense land grant into market, on the most favourable terms.

Perhaps in the near future, the great Kansas Pacific Railway may be the chief thoroughfare across the Continent. Already the Rocky Mountains are within its iron grasp, and should it decide to branch at Kit Carson, and sweep along the 35th parallel, its locomotives will soon be whistling a welcome to the Pacific Coast,—even now, with its present connection by Denver and Cheyenne, with the Union Pacific, a great share of the travel and traffic across the Continent, will undoubtedly take this Route. Passing through the beautiful valley, and over the rich prairies of Kansas, with the newly opened farms on every side, that portion of the trip is made delightful, and as the western border of the State is

approached, exciting, by the vast herds of Buffalo and Antelope thronging along the track. After leaving Kansas, the Railroad passes almost due west through Colorado to Denver, skirting the edges of the noted Pine Ridges. Along its path through Colorado immense coal fields exists, some of the veins being fourteen feet in thickness.

KANSAS CITY, the western terminus of the *Missouri Pacific and North Missouri Railroad* from St. Louis, and the *Hannibal and St. Joseph Railroad* connecting with Chicago and Toledo, is the point where trains are made up every day for the long Route to San Francisco, via Denver and Cheyenne. But the Kansas Pacific has another terminus at LEAVENWORTH CITY, one of the largest and most prosperous and beautiful cities in Kansas. This Road connects with the Main Line at Lawrence, another important station, where the *Leavenworth, Lawrence and Galveston Railroad* unites with the former.

"The KANSAS PACIFIC RAILROAD was formerly opened to the travel and business of the country on the 1st of September, 1870. The time from Kansas City to Denver is thirty-six hours. Tourists and pleasure-seekers will find this a preferable Route, as they will have an opportunity to see the rich and productive Valleys of the Kansas and Smoky Hill Rivers, and the grand mountain scenery between Denver and Cheyenne."

Running Southward from Denver, the DENVER AND RIO GRANDE RAILWAY is being built to connect this system of Roads with the arable and grazing Valleys of Southern Colorado, and the great mineral deposits of the tributaries of the Arkansas, the Pecos, and

the Rio Grande. This Road, at a distance of 80 miles from Denver, reaches, at the foot of Pikes Peak, the celebrated Soda Springs of the "Boiling River," which are already largely resorted to for their medicinal virtues. Here the mineral and grazing districts of the South Park have their outlet.

Passing southward, 130 miles from Denver, it touches the town of Pueblo with 1500 inhabitants, and then Cañon City with its rich coal mines; thence into the Rio Grande Valley through the vast possessions of the United States Freehold Land and Emigration Company, which are being settled by General Burnside and friends, and near the rich Maxwell Land Co.'s property,—one gold mine of which is netting \$120,000 per year to its proprietors.

Passing through Santa Fé with some 6,000 people, and Albuquerque with about 4,000 inhabitants, it will be extended through the line of towns along the Rio Grande, between rich silver, gold and copper districts to the Mexican line, and the celebrated silver districts of Chihuahua.

Union Pacific Railroad.

—The completion of the *Union Pacific Railroad*, extending from Omaha, Nebraska, to Ogden, Utah, a distance of 1,032 miles, and the *Central Pacific Railroad*, 881 miles in length, forming a Through Line of Travel across the Continent, was a bright event that will forever be remembered with delight by the American public. From Ocean to Ocean the most direct Route passes through thirteen States and Territories of the Union, this being the main artery of the System of Railroads in the United States, from which extend

Branches reaching every part of our extended country.

The construction of the Road was commenced in December, 1863; but no considerable amount of work was done till the commencement of 1865, owing to the difficulties that arose in the location of the Line. In 1865 over 100 miles were graded and bridged, and rails laid upon 40 miles. In 1866, 265 miles of Road were completed; in 1867, 245 miles; in 1868, 350 miles. The Road was completed to a junction with the Central Pacific Railroad of California on the 10th of May, 1869, which event was duly celebrated by the united Companies at Promontory, Utah. The last tie was made of laurel wood, finely inlaid with gold and silver, while the spikes were composed of precious metals and iron.

The Route for the eastern portion of the Line, starting from Omaha, is up the Valley of the Platte, which has a course nearly due east from the base of the Rocky Mountains. Till these are reached, this Valley presents, probably, the most favorable Line ever adopted for such a work for an equal distance. It is not only nearly straight, but its slope is very nearly uniform towards the Missouri River, at the rate of about 10 feet to the mile. The soil on the greater part of the Line forms an admirable road bed, while but few bridges are required until the North Platte is reached.

The base of the mountains is assumed to be at Cheyenne, Wyoming Territory, 516 miles from the Missouri River. This point is elevated 6,040 feet above the sea, and 5,074 feet above Omaha. From Cheyenne to the summit of the mountains at Sherman, which is elevated 8,242 feet above the sea, the distance is 32 miles. The

grades for reaching this summit do not exceed 80 feet to the mile. The elevation of the vast plain from which the Rocky Mountains rise is so great that these summits, when they are reached, present no obstacles so formidable as those offered by the Alleghany ranges to several Lines of Railroads which cross them before descending into the Valley of the Mississippi.

After crossing the *Eastern Crest* of the mountains, the Line traverses an elevated plateau for about 400 miles to the *Western Crest* of the mountains, which forms the eastern *rim* of the Salt Lake Basin, and which has an elevation of 7,500 feet above the sea. Upon this elevated table is a succession of extensive plains, which present great facilities for the construction of the Road. From Ogden, westward, runs the *Central Pacific Railroad*.

St. Paul and Sioux City Railroad.—This Road runs southwest from St. Paul, through the Minnesota Valley to Mankato, and Sioux City on the Missouri River, a distance of 276 miles, where it connects with the *Sioux City and Columbus Branch* of the Union Pacific Railroad, now being constructed. When finished, this Line of Road in connection with the *Lake Superior and Mississippi Railroad*, will form a Railroad Route 100 miles shorter to Duluth, on Lake Superior, than to Chicago, on Lake Michigan. This is one of the most important Lines of Railroad that crosses the fertile State of Minnesota on account of its relations with the Union Pacific Railroad and Lake Superior. Shipments can be made, via Lake, River and Canal transportation, by this Route, to Canada and all the northern sea-ports of the United States.

Lake Superior and Mississippi Railroad.

—The Line of the *Lake Superior and Mississippi Railroad* runs from St. Paul, the head of navigation on the Mississippi River, to the city of Duluth, at the head of Lake Superior, a distance of 155 miles, with branches to Minneapolis and Stillwater. Duluth is at the extreme west end of the Lake System of the Continent, the terminal point of twelve hundred miles of continuous lake navigation from the Atlantic coast, midway to the heart of the Continent, and on the completion of the *Northern Pacific Railroad*, westward, will be within four days of the Pacific coast by rail, and within twenty days by rail and water of the ports of China and Japan; and the territory between the lakes and the Pacific Ocean will soon be covered by an active and energetic population, engaged in agriculture, mining, and manufactures, whose products and supplies will come and go, by way of the Lakes, to and from the markets of the East and of Europe.

The *Lake Superior and Mississippi Railroad* connects at St. Paul, its southern terminus, with the trade of the Mississippi and Minnesota Rivers, and with all the long Lines of Railroads now pushing rapidly westward to people and develop the entire region from Lake Superior to the Pacific Ocean; which, within the limits of the State of Minnesota, at the close of the year 1870, foot up 1,086 miles in operation, and 1,163 miles in progress of construction,—of which 457 miles will be completed by the close of the year 1871; besides 1,500 miles projected, which will no doubt be constructed as demanded by the development of the State.

As is well understood, the course of trade is by way of the shortest and

cheapest Route to market, and as the principal portion of the trade of the territory west of the Mississippi River must go, either to Lake Michigan or Lake Superior, it only remains to show what portions of country are nearer to each, to indicate the area tributary and belonging to these respective Routes.

The distance by Rail from St. Paul to Chicago, is 440 miles; Duluth 155 miles; and all Southwestern Minnesota and Northwestern Iowa will reach lake navigation at the port of Duluth by shorter Railroad transit than by the head of Lake Michigan, as is true also of a vast region extending to the Pacific Ocean.

This circumstance will control the course of trade, since the commerce of Lakes Michigan and Superior, when eastward bound, meets in Lake Huron; the navigation of the lakes being limited by the simultaneous departure of ice from the St. Mary's River and the Straits of Mackinaw. Even San Francisco and all the points of the Union Pacific Railroad are nearer Lake Superior at the harbor of Duluth, than to Lake Michigan at Chicago.

The distance from San Francisco to Chicago, via Union Pacific Railroad, is 2,400 miles; to Duluth by the Sioux City and Lake Superior and Mississippi Railroads, connecting with the above Road, is 2,300 miles, making a distance in favor of the Minnesota port of 100 Miles.

The rapidity with which the vast region tributary to the Lake Superior and Mississippi Railroad, and to Lake Superior, will be settled and developed may be illustrated by the progress and development of the State of Minnesota. This State was admitted into the Union in 1858, was unconnected with the east by Railways until the past three

years, but is now taking a prominent position as a producing State among the old States of the Union. This progress will appear from the following statements compiled in the Department of State, and repeated in the messages of Governor Marshall:—

	1866.	1867.	1868.	1869.
No. of acres under cultivation.	895,412	1,092,593	1,337,470	1,660,090
No. of acres in				
Wheat.....	547,521	683,784	358,316	1,000,000
In Corn.....	88,183	100,648	129,909	175,000
In Oats.....	187,023	162,722	212,064	274,300
In Potatoes.....	18,297	17,647	24,474	25,500
Prod. of W., bu.	7,921,442	10,914,828	15,331,022	18,500,000
Corn, bu.....	2,056,747	3,216,010	4,849,936	6,125,000
Oats, bu.....	4,372,477	5,620,395	7,831,528	11,816,000
Potatoes, bu.....	1,351,696	1,736,053	2,592,636	2,475,000

These results, advancing in this large ratio, may be taken as legitimately illustrating the future progress in settlement and production of the country further west and northwest; as the development of the same follows the construction of the Lines of Railway now projected and being constructed over this region.

The opening of the Lake Superior and Mississippi Railroad having its terminus located at the extreme top of the Lake System, and the construction of the Northern Pacific Railroad from the same lake terminus, westward, assures the transportation of emigrants from Europe by this shortest, cheapest, and most healthy Route to Duluth as the great distributing point for the entire Northwest. These emigrants following the Lines of the Railroads stretching out to the Pacific, cannot be diverted to points not tributary to Lake Superior, but must add from year to year to the vast and increasing product flowing and to flow by that channel to the eastern markets; and the time is not far distant when 20,000,000 of people will occupy the territory tributary to Lake Superior,—a large portion

of whose products and wants must be transported by this Route.

To sum up the whole matter:—Here is a territory, comprising portions of Wisconsin, Minnesota, Iowa and Dakota, rapidly increasing in population,—the present grain products of which are not less than 60,000,000 bushels,—a large percentage of which must go over the Line of the Lake Superior and Mississippi Railroad, and all of which will eventually go by the chain of the Great Lakes to the markets of the East and of Europe.

In estimating the value of the Lake Superior Route, the following facts should be carefully noted:—

First: The time of propellers or sailing vessels from Duluth to Lake Erie ports, is frequently less from two to three days than from Chicago or Milwaukee to the same points. The movement of boats against the winds, across Lake Michigan, makes this difference in time in favor of the boats that follow the currents to the head of Lake Superior.

Second: The same rates on produce are got from Duluth to points above named as from Chicago to Milwaukee, while as thus by the Lake Superior Route the Rail distance from St. Paul, or average point of production, being some 300 miles less, the through rate is necessarily considerably lower than the Route via Lake Michigan.

These facts entirely settle the question of transportation, and makes prominent the superior advantages possessed by the lands of this Company over those situated further westward, as the value of land depends not so much on the quality of the soil as on the facilities and cheapness with which the various products can be transported to market.

THE LAND GRANT of the Company comprises nearly 1,700,000 acres of land, portions of which are covered with Pine and other valuable timber, and interspersed with prairie and natural meadows or grazing lands, and many contain deposits of valuable minerals; while at numerous points there is abundance of water-power for manufacturing purposes.

The Pine lands will prove a source of large revenue to the Road, not only from receipts from stumpage, but from the transportation of manufacturer's lumber and supplies, and from the travel necessarily arising from the location of the mills engaged in the business. Liberal inducements are offered by the Company to parties desiring to engage in the lumber business on the Line of the Road, and every facility will be afforded to make the business both permanent and profitable.

The hard wood and prairie lands of the Company are equal to any in the northwest for the production of wheat, rye, oats and other grains, and all kinds of vegetables yield large crops, throughout this entire region.

The meadow lands are for stock raising the most valuable in the State, and require but a small amount of drainage to render them of permanent value. These meadows produce from 2 to 3½ tons per acre of the most nutritious grasses, on which cattle will thrive during the entire winter without grain; while from numerous lakes and running streams abundance of the purest water can be obtained.

These advantages, with the abundance of timber from which strong, warm and substantial buildings can be

erected, at a cost little exceeding the cutting and hauling of the timber, and the cheapness with which cattle and horses can be transported by Rail to Duluth, and by vessel to all points along the Lake, with the development of the entire region traversed by the Road, as shown by the influx of population now rapidly covering the entire grant, and particularly of the manufacturing sites along its Line, ensure such demand for stock of all kinds as cannot fail to make the business of stock-raising among the most profitable in the State.

The farming and grazing lands of the Company are sold in tracts of 40 acres and upwards, for cash or on long credit, at prices ranging from \$2.50 to \$8.00 per acre. A liberal reduction being made for entire cash payment.

For instance:—80 acres is sold on long time at \$5.00 per acre, making \$400; the payments would be as follows:—

	PRINCIPAL.	INTEREST.	AMOUNT.
1st Year.....	\$22.00	\$26.46	\$48.46
2nd "	54.00	22.68	76.68
3rd "	54.00	18.90	72.90
4th "	54.00	15.12	69.12
5th "	54.00	11.34	65.34
6th "	54.00	7.56	61.56
7th "	54.00	3.78	57.78
8th "	54.00		54.00

The purchaser having the privilege to pay up in full at any time he desires, thereby saving the payment of interest.

Any other information will be furnished on application in person or by letter. Apply to

FRANK H. CLARK,
President and Land Com.
ST. PAUL, Minnesota.

St. Paul and Pacific Rail-

road, consolidated with the NORTH-ERN PACIFIC RAILROAD, November 25, 1870, consists of two divisions,—the Main Line, or First Division extends from St. Paul to Breckinridge, Minnesota, 216 miles, with the right to extend the Line from Breckinridge, on the Red River of the North, to the boundary line between the United States and British America.

The Second Division extends from St. Paul to Watab, Minnesota, a distance of 80 miles, and will extend northwesterly on the west side of the Mississippi River, connecting with the Main Line of the Northern Pacific Railroad west of Crow Wing, and extend on to the British border at Pembina, on the Red River, to the 49th parallel of latitude,—thus securing the carrying trade of British America.

The purchased Lines have liberal land grants through the richest parts of Minnesota, which accrue to the Northern Pacific Railroad Company, and the completion of all the Lines will give the Northern Pacific Company nearly nine hundred miles of Road in the State.

Northern Pacific Rail-

road.—The Act of Congress donating lands for this Road, prescribes that it shall be laid north of the 45th parallel of north latitude. Its termini are at DULUTH, Minnesota, at the head of Lake Superior, and a point, not yet designated, on Puget Sound, with a Branch Road terminating at PORTLAND, Oregon. The charter, as amended, authorizes the Company to construct a Branch Road, starting from "some convenient point" on the Trunk Line, across the Rocky Mountains, to Portland, and a Branch from Portland,

northward, to the terminus on Puget Sound. These two Branch Roads are given (by amended charter) the same proportionate land grant as the Main Line, namely, 25,600 acres, per lineal mile of Road, through the Territories, and 12,800 acres, per lineal mile, through the organized States. The Main Branch Road will leave the Trunk Line somewhere near the junction of the Yellow Stone and Missouri Rivers, following up the valley of the former stream, through Deer Lodge Pass, and then down the Snake and Columbia Rivers to Portland, Oregon.

Estimated length of Main Line, connecting the navigation of the Great Lakes with the commerce of the Pacific Ocean, 1,775 miles; probable length of Trunk Line and Branches, 2,300 miles. The total amount of land to which the Northern Pacific Railroad is entitled, by its grant, is about *sixty million acres*, almost entirely fertile, with a salubrious climate, being capable of sustaining a dense population. The Winter months are comparatively mild, with but a small fall of snow, while the Summer months are warm and favorable for the growth of the cereals, grasses, and vegetables of almost every variety.

"The lands are within the parallels of latitude which in Europe and Asia embrace the most enlightened, creative, conquering and progressive populations. They lie within the climatic conditions of the isothermal lines of mean annual temperature, (50° to 52° Fabr.,) which mark on the Pacific Coast in latitude 47° north the mildness of the climate of the Chesapeake Bay, on the Atlantic side in latitude 38°, and which give to the region of this Railroad between the Red River of the North and the Pacific a

milder atmosphere, (at the same altitude) than is to be found anywhere else at the same distance from the Equator, except upon the western coast of Europe."

By the purchase of the St. Paul and Pacific Railroad, the Northern Pacific Railroad controls the entire Railroad traffic in the "New Northwest," and connects with the Railways of Wisconsin and Illinois, as well with the navigable waters of the Mississippi River and Lake Superior.

The work was begun in July, 1870, on the eastern portion of the Line, and the money provided, by the sale to stockholders of some six millions of

the Company's bonds, to build and equip the Road from Lake Superior across Minnesota to the Red River of the North, 232 miles. The grading on this division is now well advanced, the iron is being rapidly laid; several thousand men are at work on the Line, and about the first of August next this important section of the Road will be in full operation. In the meantime orders have been sent to the Pacific coast for the commencement of the work on the western end in early Spring of 1871, and thereafter the work will be pushed, both eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

TABLE OF DISTANCES AND ELEVATIONS,

NORTHERN PACIFIC RAILROAD,

PASSING THROUGH MINNESOTA, DAKOTA, MONTANA, IDAHO, OREGON AND WASHINGTON TER.

STATIONS.	MILES.	ALT. FT.
Du Luth, Minn.	0	600
(<i>Lake Superior.</i>)		
Main Divide.....	32	1,158
(Between L. S. & Miss. R.)		
Mississippi River.....	111	1,152
Hauteur des Terres.....	177	1,479
Red River of the North..	232	985
Dakota River.....	335	1,410
Plateau du Coteau.....	365	2,400
Missouri River.....	485	1,800
Yellow Stone River.....	675	2,100
Big Horn River.....	825	2,250
Point Judith Mountains..	935	3,495
Missouri River	1,025	3,050
Cadott's Pass*	1,115	6,167
Flathead River.....	1,225	2,410
Pend d'Oreille Lake.....	1,355	2,020
Spokane River.....	1,405	1,720

STATIONS.	MILES.	ALT. FT.
WALLA WALLA		
Columbia River.....	1,555	330
Snoqualmie Pass.....	1,694	3,030
Puget Sound	1,775	00

The Distance from New York City to Puget Sound, by the navigation of the Erie Canal and Great Lakes, and the *Northern Pacific Railroad*, is 3,285 miles, being about the same distance as the most direct Route from New York to San Francisco, via the *Union Pacific Railroad*.

The distance from Puget Sound to the mouth of the Amoor River, is about 4,000 miles; to Hakodadi, Japan, direct, 4,400 miles; and to Shanghai, China, 5,716 miles.

* Deer Lodge Pass, 4,950 feet.

Projected Railroad FROM CHEYENNE TO HELENA, Montana.—The UNION PACIFIC RAILROAD and the DENVER PACIFIC RAILROAD, uniting at Cheyenne, Wyoming Territory, has induced the inhabitants of this new territory to look toward the north with the view of constructing an important Line of Railroad, the extreme northern terminus being Helena, Montana.

“The object is primarily to develop a wonderfully rich section of unoccupied country, and afterwards to give Cheyenne a connection with the Northern Pacific Railroad, rapidly stretching away from Duluth on the East and creeping out from Olympia at the West. The project exhibits the enterprise and wisdom of the inhabitants of Cheyenne, who, in this instance, find their greatest good in assisting to develop the country tributary to them. This Indian named town is directly connected with St. Louis by the Kansas Pacific and Denver Pacific Railroads. The Montana Railroad scheme which is now agitating its citizens, promises abundantly, and there is no reason, apparently, why the anticipations of its projectors should not be fulfilled. The proposed Route from Cheyenne—and here our readers are requested to consult their atlases—would extend up the Valley of the Crow Creek to the base of the Black Hills, then turning northward pass along the parallel Valley that seems designed by nature for a Railroad to the Chug Valley; thence down this Valley to some point near its junction with the Big Laramie, thence across the plains to the Valley of the North Platte, and up that stream to the Red Buttes. From this point it will not be difficult, it is claimed, to find an easy Route across the eastern base of the Big Horn Mountains, when it will

pass through some of the most fertile and attractive Valleys of the West. The Line should then skirt the base of the mountains and extend to some point on the Yellowstone near the mouth of the Big Horn River. The principal obstacles are here passed, and the connection with the Main Branch of the Northern Pacific will be determined without difficulty.

Such a Road, we are informed, would open up to settlement a vast extent of country similar in many respects to the best portions of Colorado, and a section containing hundreds of thousands of acres of unclaimed land of the greatest fertility. The climate is so mild, and the season so delightful, that ready credence is given to the statement of the resident Indians, who affirm that the Great Spirit gave them this tract, the best and richest of his possessions, because they are a favored people. Cattle need no other shelter in Winter than the deep valleys afford. Iron and copper and magnetic ores abound in the mountains, and undiscovered minerals enrich the earth. Colonization schemes will be employed to rapidly populate the region, and hasten the development of its wealth.”

Southern Pacific Railroad.—This projected Railroad, chartered by the State of Texas, July 27, 1870, to “*Incorporate the SOUTHERN TRASCONTINENTAL RAILROAD COMPANY,*” with a capital of \$30,000,000, will commence at the eastern boundary of Texas, and extend westward to *El Paso*, on the Rio Grande, with a privilege to construct Branch Roads, connecting with the great Railroads terminating on the sea-board. The Company is also authorised to purchase the rights, franchises and property of

the Memphis and El Paso Pacific Railroad Company, and of any other Company, incorporated by any other State, or by the United States or any Territory, so that it may have a complete and continuous connection from the Atlantic to the Pacific Ocean.

"All the other Pacific Lines are in the hands of Northern and Western men, and are operated almost exclusively in the interest of the North and West. But here is one entirely Southern, extending, by its amended charter, from Memphis, Tennessee, to Little Rock, Arkansas; thence to Jefferson, Texas, and thence along the Route above designated to the town and bay of San Diego. The *Transcontinental Company* is already organized under a State charter, granted by the Legislature of Texas, and will soon begin practical operations through that pan-

tially undeveloped empire Commonwealth. The Texas Branch is about 800 miles in length. The Company's franchise over this enormous distance is wholly distinct from that of Congress, though additional or precedent thereto. It is impossible to over-estimate or even to describe the advantages of this Transcontinental Railroad, politically, commercially, and financially. Traversing the moderate zone, where winter is almost unknown, it will open up what many claim to be the richest region of our country, and what all concede to be the most magnificent cotton field in the world. Its wealth in minerals and agriculture; its neighborhood to Mexico, soon to be revolutionized by the arts of peace; its easier and short access to the two Oceans, will speedily arouse a universal interest in its behalf."

RAILROAD COMPANIES,

HAVING OFFICES IN THE CITY OF NEW YORK.

Allentown Line, 254 Broadway.

Atlantic and Great Western.

Ticket Office, 241 Broadway.

Baltimore and Ohio, Freight


and Ticket Office, 229 Broadway. C. W. Perveil, Gen. Agent, N. Y.

Burlington and Missouri

River, Ticket Office, 8 Astor House.

Camden and Amboy, Pier 1, N.

R., and foot of Cortlandt St. Office, 111 Liberty Street. Hoyt Sanford, Agent, N. Y.

Central, (of New Jersey,) 119 Liberty St. H. P. Baldwin, Gen. Passenger Agent.  Passengers leave from foot of Liberty St.

Central Pacific, 54 William St.

C. P. Huntington, Vice President.

Chicago and Alton, 12 Wall St.

Chicago, Burlington and

Quincy, Freight and Ticket Office, 8 Astor House. R. G. Hoyt, Agent.

Chicago and Northwestern,

Office, 52 Wall St.

Chicago, Rock Island and Pa-

cific, 13 William St. John F. Tracy, President; John T. Sanford, General Agent. Ticket Office, 257 Broadway.

Cleveland, Columbus, Cincin-

nati and Indianapolis, 241 Broadway. John J. Hollister, Agent.

Columbus, Chicago and Indiana, 57 Broadway. B. E. Smith, President.

Delaware, Lackawanna and Western, 26 Exchange Place. Samuel Sloan, President.

Detroit and Milwaukee, Ticket Office, 349 Broadway. C. E. Noble, General Agent.

Erie Railway, Ticket Office, 241 Broadway, and foot of Chambers St. Wm. R. Barr, General Passenger Agent. Passengers leave from foot of Chambers St. and foot of 23rd St.

Flushing and North Side, foot of James Slip, E. R., or 34th St.

Grand Trunk, (Canada) Ticket Office, 175 Broadway. E. P. Beach, General Agent.

Great Southern Mail Route, Ticket Office, 229 Broadway. J. B. Yates, General Agent.

Great Western, (Canada) Ticket Office, 349 Broadway. C. E. Noble, General Agent.

Hudson River, West 30th St., cor. Tenth Avenue. C. Vanderbilt, President; C. H. Kendrick, General Ticket Agent. Ticket Office, 413 Broadway.

Illinois Central, 31 Nassau St., & 9 Astor House. John J. Sproull, General Agent.

Lake Shore and Michigan Southern, Ticket Office, 247 Broadway. H. C. Barr, Agent.

Long Island, Depot, James Slip, E. R. O. Charlick, President.

Michigan Central, Ticket Office, 349 Broadway. Charles E. Noble, General Agent.

Milwaukee and St. Paul, Office, 25 William St. Ticket Office, 319 Broadway. Joseph W. Prince, General Agent.

Morris and Essex, Depot, foot of Barclay St., foot of Christopher St., and Pier 48 N. R.

Newark and New York, foot of Liberty St.

New Jersey Railroad and Trans. Com., 111 Liberty St. and foot of Cortlandt St. A. L. Dennis, President; F. W. Rankin, Secretary.

New York Central, Ticket Office, 413 Broadway. R. L. Crawford, Agent.

New York and Harlem, Fourth Avenue., cor. E. 26th St. C. Vanderbilt, President.

New York and New Haven, Depot, Fourth Avenue, cor. East 27th St. Wm. D. Bishop, President. James H. Hoyt, Superintendent.

New Jersey Midland, 25 Nassau Street.

New York and Oswego Midland, 25 Nassau St.

New York and Flushing, Foot James Slip, E. R.

New York and Philadelphia Line, Passengers leave from foot Cortlandt St.

New York and Washington Air Line, Ticket Office, foot Cortlandt St. W. P. Smith, Gen. Manager, Washington, D. C.

Northern Pacific, Office, 120 and 122 Broadway, N. Y. — *Land Department*, 114 South Third St., Phila.

Ohio and Mississippi, Office 88 Wall St.

Panama, 88 Wall St. David Hoadley, President.

Pennsylvania Central, Ticket Office, 1 Astor House. J. L. Elliott, Agent.

Pittsburgh, Cincinnati and St. Louis, 526 Broadway. J. L. Miller, General Agent.

St. Louis Alton and Terre Haute, Office, 12 Wall St. Charles Butler, President.

Staten Island, Foot Whitehall St. J. H. Vanderbilt, President.

Toledo, Wabash and Western, 254 Broadway.

Union and Central Pacific, 303 Broadway. F. Knowland, General Agent.

Virginia and Tennessee Air Line, 303 Broadway.

West Shore Hudson River, 33 Broad St.

TELEGRAPH COMPANIES,


IN THE CITY OF NEW YORK.

Anglo-American, 88 Liberty St. Principal Offices, London, England. Cyrus W. Field, Director.

Atlantic and Pacific, 33 Broadway. A. F. Wilmarth, President.


Bankers' and Brokers', 16 Broad, and 4 Hanover Sts. Wm. Callow, President.


Erie Railway, Eighth Avenue cor. West 23rd St., and 145 Broadway.

Franklin, 11 Broad St.  Extends from New York to Boston, Mass. George H. Ellery, President.

French Transatlantic Cable Co., (Limited.) "Société du Cable Transatlantique Français."*

Gold and Stock, 18 New St. Marshall Leferts, President.

International Ocean, 88 Liberty St.  Extends from Lake City, Florida, to Havana, Cuba. Wm. F. Smith, President.

New York, Newfoundland and London, 88 Liberty St.  Extends from Plaister Cove to Heart's Content, N. F., connecting with the ATLANTIC CABLE. Peter Cooper, President.

Pacific and Atlantic, 23 Wall St.

Western Union, 145 Broadway. William Orton, President; O. H. Palmer, Secretary and Treasurer. This Company reach across the Continent, from the Atlantic to the Pacific Ocean, and embraces every State and Territory in the Union but New Mexico and Arizona. They also connect with the Canada Lines of Telegraph, and with the Atlantic and Cuba Cables—having in use 115,000 miles of wire.

* Merged into the Anglo-American Company.

THE
PENNSYLVANIA CENTRAL RAILROAD,

And Connecting Lines in Conjunction with the

Union and Central Pacific Railroads,

FORMS THE

GREAT OVERLAND ROUTE,

BETWEEN THE

ATLANTIC AND PACIFIC OCEANS.

FOR QUICK TIME, SURE CONNECTIONS,

AND VARIETY OF SCENERY,

THIS ROUTE HAS NO EQUAL.

The Route from NEW YORK or PHILADELPHIA to PITTSBURGH, passes through the finest farming and grazing land of the East, and through the vast Coal Fields of Western Pennsylvania. The Road follows the course of the picturesque Susquehanna, Juniata and Conemaugh Rivers, and crosses the Allegheny Mountains at a height of 2,200 feet above the level of the sea.

Passengers desiring to pass through CHICAGO, the metropolis of the West, will, on reaching PITTSBURGH, take the "Fort Wayne Route" to CHICAGO. From thence to OMAHA, the Eastern terminus of the Union Pacific Railroad, they have a choice of three excellent Routes. From OMAHA to SAN FRANCISCO, passengers will have *but one change of Cars*.

Passengers wishing to visit ST. LOUIS will take the "Pan Handle Route" from PITTSBURGH, and pass through the Cities of COLUMBUS and INDIANAPOLIS. From ST. LOUIS, passengers can take the North Missouri R. R., or Pacific Missouri R. R. to the Junction, with the Kansas Pacific R. W. The Kansas Pacific R. W., connects at CHEYENNE with the Union Pacific R. R. From CHEYENNE to SAN FRANCISCO there is *but one change of Cars*.

PASSENGERS can also connect at St. Louis with the Railroads for Kansas City, and at Kansas City with the Kansas City, St. Joseph & Council Bluffs R. R. for Omaha, and at Omaha with Union Pacific R. R. for San Francisco.

THE PENNSYLVANIA CENTRAL
IS THE ONLY ROUTE
RUNNING PULLMAN PALACE CARS
FROM
NEW YORK AND PHILADELPHIA
TO
CHICAGO AND ST. LOUIS,
Without Change.

Passengers will please bear this in mind when selecting their Route

ACROSS THE CONTINENT,

AS IT WILL


SAVE THEM THE TROUBLE AND INCONVENIENCE OF SEVERAL CHANGES OF CARS.

THE DAY AND NIGHT CARS

Run by this Line are

THE FINEST IN THE COUNTRY,

As will be seen by a reference to the views on pages 114 and 115.

 Each Through Car is in charge of a Special Conductor. Ladies traveling alone, or families, can go through FROM OCEAN TO OCEAN without the least fear of trouble or annoyance.

This Line is in close working order with the NEW STEAMER LINES running between San Francisco and Australia, New Zealand, Japan and China.

FROM THE

PACIFIC OCEAN TO THE ATLANTIC OCEAN.

PASSENGERS FOR

PITTSBURGH, ***PHILADELPHIA,***
BALTIMORE, ***NEW YORK,***
WASHINGTON, ***BOSTON,***

AND

ALL POINTS ON THE ATLANTIC COAST,

Should purchase their Tickets via

THE PENNSYLVANIA CENTRAL ROUTE

By so doing they will

SAVE TIME AND MONEY.

THIS IS

The Only Route Running Pullman Palace Cars

THROUGH FROM

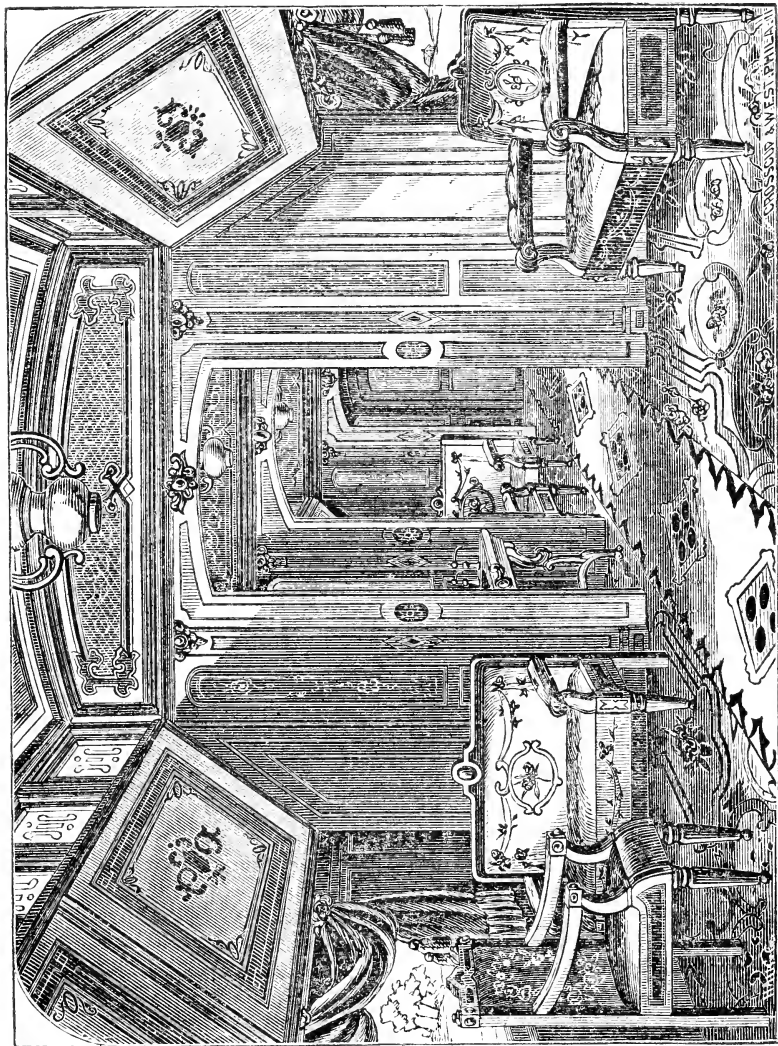
CHICAGO AND ST. LOUIS TO THE ABOVE POINTS,

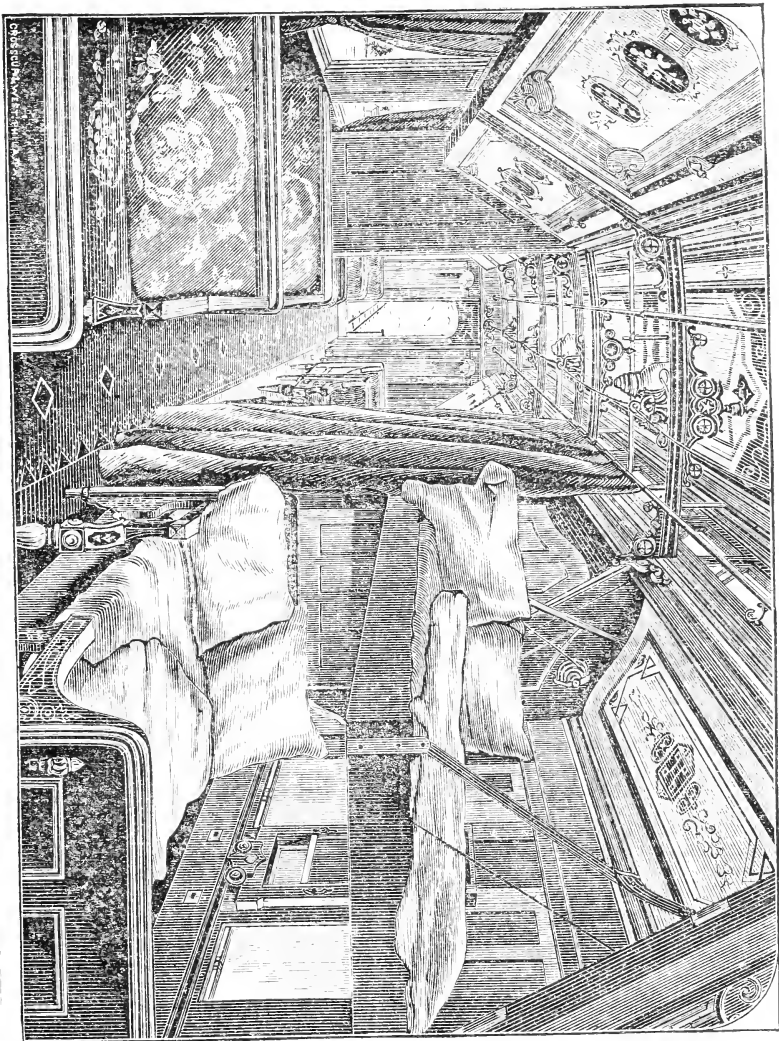
Without Change.

THE CARS ARE THE FINEST IN THE COUNTRY.

The scenery is picturesque and varied. All the modern improvements for the comfort of Passengers are in use on this Line. Passengers have fewer changes of cars than by any other Route. The employees are courteous and attentive.

RATES OF FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.





FROM THE
ATLANTIC OCEAN TO THE PACIFIC OCEAN
VIA THE
Philadelphia and Erie Route.

TO PASSENGERS CONTEMPLATING
A PLEASURE EXCURSION TO THE PACIFIC COAST,
THIS ROUTE OFFERS
UNEQUALLED INDUCEMENTS.



PARTIES DESIRING TO AVOID A RAILROAD JOURNEY IN THE SUMMER MONTHS

CAN CONNECT AT ERIE WITH A LINE OF

Steamers for Lake Superior

AND INTERMEDIATE POINTS.

Connecting at DULUTH, with the NORTHERN PACIFIC RAILROAD.

AT DULUTH, THE HEAD OF NAVIGATION,

Passengers can resume their Rail journey for St. Paul, at which point they
connect for Chicago, via Rail,

OR WITH STEAMER LINES,

FOR

DUBUQUE, CLINTON, ROCK ISLAND, BURLINGTON, ST. LOUIS,

AND OTHER CITIES ON THE MISSISSIPPI RIVER.

PASSENGERS, VIA THE
PHILADELPHIA AND ERIE ROUTE,

Can also connect at ERIE with the Lake Shore R. R. Line, via CLEVELAND and TOLEDO, or with the Lake Shore R. R. Line, and Pittsburgh, Fort Wayne and Chicago R. W., via CLEVELAND and CRESTLINE, for CHICAGO; and at CHICAGO with the Connecting Lines of the

UNION PACIFIC RAILROAD.

TO THE TOURIST AND PLEASURE-SEEKER,

NO COUNTRY IN THE WORLD

Offers as Great Attractions as California,

PROBABLY THE MOST NOTED AND WONDERFUL OF THESE ATTRACTIONS IS THE

"YOSEMITE VALLEY."

The "YOSEMITE FALL," 2,600 feet in height, is the highest waterfall yet discovered in the World. Towering over all, will be seen the lofty summit of SOUTH DOME, which rises 6,000 feet above the Valley.

ON THE ROUTE TO "YOSEMITE" ARE FOUND THE

BIG TREES OF CALAVERAS,

The largest of these is 320 feet in height, and 90 feet in circumference.

Among the other noted Points of Interest are

THE HOT AND COLD MINERAL SPRINGS.

DONNER LAKE.

SANTA CLARA VALLEY.

THE GEYSERS.

AND

THE NUMEROUS GOLD, SILVER AND QUICKSILVER MINES.

FROM THE
Pacific Ocean to the Atlantic Ocean,
VIA THE
PHILADELPHIA AND ERIE ROUTE.

PASSENGERS FOR THE EAST
WILL FIND THIS
ONE OF THE BEST ROUTES.

At CHICAGO Passengers connect with the Lake Shore Road, via TOLEDO, for ERIE; or, with the Pittsburgh, Fort Wayne and Chicago Railway, via CRESTLINE, for ERIE.

At ERIE close Connections are made with Express Trains for
PHILADELPHIA, BALTIMORE,
NEW YORK, WASHINGTON,
AND
ALL POINTS EAST.

Passengers taking this Route have an opportunity of inspecting
THE GREAT OIL REGIONS,
AND
LUMBER DISTRICTS OF PENNSYLVANIA.

NEW YORK AND PHILADELPHIA RAILROAD.

Depot and Ticket Office, foot of Courtland Street,
NEW YORK.

WHERE THROUGH TICKETS AND CHECKS CAN BE PROCURED TO ALL PARTS OF THE
WEST, NORTHWEST, SOUTHWEST AND SOUTH.

THIS LINE WITH THE
PENNSYLVANIA CENTRAL RAILROAD,
AND CONNECTIONS, FORMS THE
SHORTEST, BEST, MOST COMFORTABLE, AND MOST DIRECT ROUTE
TO
Chicago, St. Louis, Louisville and Cincinnati.

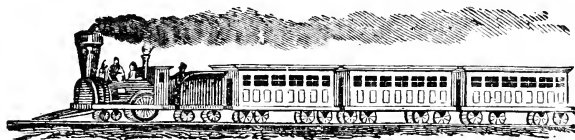
TO ALL OF WHICH PLACES
PULLMAN'S SILVER PALACE CARS
RUN THROUGH FROM NEW YORK WITHOUT CHANGE.

AND WITH THE
PHILADELPHIA, WILMINGTON & BALTIMORE R. R.
AND CONNECTIONS, IT FORMS THE
Great Through Line to the Southwest and South,
NORFOLK, RICHMOND, CHARLESTON, AUGUSTA,
SAVANNAH, FERNANDINA, JACKSONVILLE, CEDAR KEYS, PENSACOLA,
MOBILE, NEW ORLEANS, ATLANTA, MACON, MONTGOMERY,
MEMPHIS AND LITTLE ROCK,
WITH PULLMAN'S SILVER PALACE CARS THROUGH FROM NEW YORK,
WITHOUT CHANGE,
To Baltimore, Washington and Lynchburg.

F. W. BARKER,
General Passenger Agent,
NEW YORK.

F. W. JACKSON,
General Superintendent,
JERSEY CITY.

NORTHERN CENTRAL RAILROAD.



FOUR PASSENGER TRAINS WEST AND NORTH.

Trains leave BALTIMORE, four times Daily, for
HARRISBURG, SUNBURY AND WILLIAMSPORT.

TWICE DAILY, FOR
ELMIRA, CANANDAIGUA, ROCHESTER, BUFFALO AND NIAGARA FALLS,
CONNECTING AT HARRISBURG WITH THE
PENNSYLVANIA CENTRAL RAILROAD
FOR
PITTSBURGH, CHICAGO, &c.

The Northern Central Railroad affords the Most Direct and Speedy
Route from WASHINGTON and BALTIMORE to the

WEST AND NORTH,

Connecting with the Philadelphia and Erie Railroad, at WILLIAMSPORT,
and with the Erie Railway at ELMIRA, N. Y.

FOR TICKETS TO ALL POINTS NORTH AND WEST,
APPLY AT
CALVERT STATION, BALTIMORE.

EDWIN S. YOUNG,

General Passenger Agent.

ALFRED R. FISKE,

Gen'l Superintendent.

ILLINOIS CENTRAL RAILROAD.




GOING SOUTH.

CHICAGO to ST. LOUIS without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

Connecting at St. Louis for Kansas City, Leavenworth, Lawrence, Topeka, Denver and all parts of the West and Southwest.

 Fare as low and Time as quick as by any other route.

CHICAGO to CAIRO without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

This is the only direct route from **Chicago**—it is from 100 to 150 miles shorter, and from 12 to 24 hours quicker than any other to **Memphis, Vicksburg, Mobile, New Orleans** and all parts of the **South**.

ST. LOUIS to CAIRO without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

This is the only direct route from **St. Louis**, it is 30 miles shorter and two hours quicker than any other to **Memphis, Vicksburg, Mobile, Nashville** and all parts of the **South** and **Southeast**.

DUBUQUE to ST. LOUIS and CAIRO without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

This is the only direct route from the **North** and **Northwest** to **St. Louis, Cairo** and all parts of the **South** and **Southwest**.

ELEGANT DRAWING-ROOM SLEEPING CARS ON ALL NIGHT TRAINS.

Through Tickets and Baggage Checks issued to all Important Points.

FOR THROUGH TICKETS AND INFORMATION, apply at **Chicago**, at the Great Central Depot, foot of Lake Street; at **St. Louis**, at the Company's Office, 102 North Fourth Street; at **Cairo** and **Dubuque**, at the Depots.

W. P. JOHNSON,
GEN'L PASSENGER AG'T, CHICAGO.

M. HUGHITT,
GENERAL SUP'T, CHICAGO.
121

ILLINOIS CENTRAL RAILROAD.

GOING NORTH.

CAIRO to CHICAGO without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

Connecting at **Chicago** with all Eastern and Northern Lines for Niagara Falls, Buffalo, Pittsburgh, Philadelphia, Baltimore, Washington, Milwaukee, St. Paul and all parts of the East and North. This is from 100 to 150 miles shorter and from 12 to 24 hours quicker, from all parts of the South, to Chicago and the East and North.

 **Only One Change of Cars from Cairo to New York.**

CAIRO to ST. LOUIS without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

This is the only direct route from the South and Southeast to St. Louis, Kansas City, Leavenworth, Denver and all parts of the Northwest; it is 30 miles shorter and 2 hours quicker than any other.

ST. LOUIS to CHICAGO without Change of Cars.

TWO DAILY EXPRESS TRAINS, Morning and Evening.

Connecting at **Chicago** for Niagara Falls, Buffalo, Pittsburgh, Philadelphia, Baltimore, Washington, Milwaukee, St. Paul and all parts of the North and East.

 **Only One Change of Cars from St. Louis to New York.**

CAIRO and ST. LOUIS to DUBUQUE without Change of Cars.

TWO DAILY TRAINS leave Cairo and St. Louis, Morning and Evening.

Passing through Vandalia, Pana, Decatur, Bloomington, El Paso, La Salle, Mendota, Freeport, Warren, Galena and Dunleith to Dubuque, at which points connections are made with the *Iowa Division of the Illinois Central Railroad* for Cedar Falls, Independence, Waterloo, Fort Dodge and Sioux City, also with Steamers on the Upper Mississippi, for Prairie Du Chien, La Crosse, Winona, St. Paul and intermediate points. The *Lake Superior and Mississippi Railroad* runs from St. Paul to Duluth, Minn.

W. P. JOHNSON,
GEN'L PASSENGER AG'T, CHICAGO.

M. HUGHITT,
GENERAL SUP'T, CHICAGO.

CHICAGO, KANSAS CITY AND DENVER THROUGH LINE.

CHICAGO, BURLINGTON AND QUINCY,

Hannibal & St. Joseph and Kansas Pacific Railroads.

64 MILES, THE SHORTEST ROUTE

From CHICAGO to

KANSAS CITY, FORT SCOTT, LAWRENCE, TOPEKA,

AND ALL POINTS IN KANSAS.

The only Route Running Pullman's Palace Sleeping Cars through between Chicago,

KANSAS CITY AND DENVER,

Without Change or Ferry, Connecting with

*Denver Pacific Railroad for Cheyenne, Ogden, Salt Lake,
Sacramento and San Francisco.*

70 MILES, THE SHORTEST ROUTE

From CHICAGO to

LEAVENWORTH, IATAN, WESTON,

And all Principal Points in Northern Kansas.

115 MILES, THE SHORTEST ROUTE

From CHICAGO to

ST. JOSEPH, ATCHISON, WATERVILLE,

And all Points on Central Branch Union Pacific Railroad.

Passengers should be particular to ask for Tickets via Chicago, Burlington and Quincy Railroad.

SAM'L POWELL, GEN'L TICKET AG'T, CHICAGO.

E. A. PARKER, GEN'L WEST. PASS. AG'T, CHICAGO.

ROBERT HARRIS, GENERAL SUPERINTENDENT, CHICAGO.

Favorite Short Route to California.

CHICAGO, BURLINGTON AND MO. RIVER RAILROAD LINE.

Shortest, Quickest, and only Direct Route from Chicago to

Burlington, Keokuk, Ottumwa, Afton, Nebraska City,
PLATTSMOUTH, LINCOLN.

Best and Most Desirable Route to

COUNCIL BLUFFS AND OMAHA,
AND ALL PRINCIPAL POINTS IN THE FAR WEST.

Direct Connections are made at Omaha with the Union Pacific R. R. for **Cheyenne, Denver, Ogden, Salt Lake, Corinne, Elko, Argenta, Reno,**

Sacramento, San Francisco,

Yokohama, Japan; Hong Kong, China; and all points on the Pacific Coast.

Pullman's Palace Hotel and Drawing Room Sleeping Cars

ARE RUN DAILY ON THIS ROUTE FROM CHICAGO TO COUNCIL BLUFFS AND OMAHA.



Be particular to ask for Tickets via

CHICAGO, BURLINGTON AND QUINCY R. R.

Which can be obtained at all principal Ticket Offices in the East and at the Company's Office, 63 Clark Street, Chicago.

The Smooth and Perfect Track, MAGNIFICENT DAY AND SLEEPING CARS, and the regularity with which Trains are run, are a sufficient guarantee to Passengers of SAFETY, COMFORT and SPEED.

FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.

 **Baggage Checked Through and Handled Free.** 

ROBERT HARRIS, GEN'L SUP'T, CHICAGO.

SAM'L POWELL, GEN'L TICKET AGENT, CHICAGO.

E. A. PARKER, GEN'L WESTERN PASSENGER AGENT, CHICAGO.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

THE DIRECT ROUTE FOR

Joilet, Morris, Ottawa, La Salle, Peru, Henry,

PEORIA, LACON, GENESEO, MOLINE,

**Rock Island, Davenport, Muscatine, Washington, Iowa City, Grinnell,
Newton, Des Moines,**

COUNCIL BLUFFS & OMAHA,

Connecting with Trains on the Union Pacific Railroad, for


**CHEYENNE, DENVER, CENTRAL CITY, OGDEN, SALT LAKE, WHITE PINE, HELENA,
SACRAMENTO, SAN FRANCISCO,**


And all Points in Upper and Lower California; and with Ocean Steamers at
San Francisco, for all Points in

CHINA, JAPAN, SANDWICH ISLANDS, OREGON AND ALASKA.

ELEGANT PALACE SLEEPING COACHES

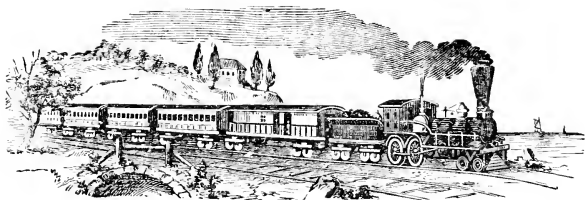
Run Through to Peoria and Council Bluffs, Without Change.

 Connections at LA SALLE, with Illinois Central Railroad, North and South; at PEORIA, with Peoria, Pekin & Jacksonville Railroad, for Pekin, Virginia, &c.; at PORT BYRON JUNCTION, for Hampton, Le Claire, and Port Byron; at ROCK ISLAND, with Packets North and South on the Mississippi River.

 For Through Tickets, and all desired Information in regard to Rates, Routes, &c., call at the Company's Office,

No. 37 South Clark St., Chicago; or, 257 Broadway, New York.

A. M. SMITH, Gen. Pass. Agent. HUGH RIDDLE, Gen. Supt. P. A. HALL, Asst. Gen. Supt.



PALACE DAY AND SLEEPING CARS

ARE RUN THROUGH TO

CHICAGO

WITHOUT CHANGE,

From New York, Albany, Philadelphia, Harrisburg, Pittsburgh, Rochester,
Syracuse, Buffalo, Cleveland, Cincinnati, Indianapolis, Louisville,
Detroit, and all Principal Eastern Cities,

MAKING CLOSE CONNECTIONS WITH EXPRESS TRAINS,

—VIA—

ROCK ISLAND ROUTE


FOR

DES MOINES, COUNCIL BLUFFS, OMAHA,

AND ALL POINTS IN THE TERRITORIES AND CALIFORNIA.

—VIA—

Union and Central Pacific Railways.

 Passengers arriving in Chicago, via MICHIGAN SOUTHERN AND LAKE SHORE RAILROAD, change Cars in the Great Rock Island Depot.

FREE TRANSFER TICKETS GIVEN FOR PASSENGERS AND BAGGAGE,
TO THOSE HOLDING THROUGH TICKETS, VIA THIS ROUTE.

A. M. SMITH, Gen'l Pass. Agent.



CHICAGO, ALTON AND ST. LOUIS RAILROAD.

THE SHORTEST, QUICKEST, AND BEST ROUTE TO

JOLIET, BLOOMINGTON, SPRINGFIELD, JACKSONVILLE, ALTON,
AND

SAINT LOUIS.

WITHOUT CHANGE OF CARS OR BAGGAGE.

THE ONLY ROAD BETWEEN CHICAGO AND ST. LOUIS RUNNING

Pullman's Palace Sleeping and Celebrated Dining Cars.

THE ONLY LINE OVER WHICH

THREE THROUGH EXPRESS TRAINS

Leave Chicago for St. Louis Daily,

AND MAKING THE

TIME IN 11 HOURS.

This being the most Direct Route, via St. LOUIS, to all Points in Missouri, Kansas, South and Southwest, Passengers have an assurance of making advertised Time and certain Connections which cannot be relied upon by longer and more circuitous Routes.

FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.

BAGGAGE CHECKED THROUGH FREE OF CHARGE.

ASK FOR AND NOTICE THAT YOUR TICKETS READ

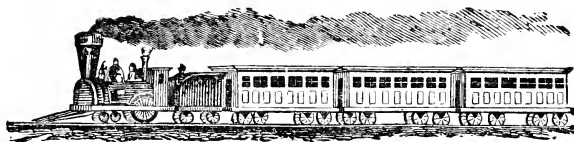
Via Chicago & Alton Road—the Short Air Line Route!

Which can be purchased at all principal Ticket Offices in the United States and Canadas.

A. NEWMAN, Chicago, Gen'l Ticket Agent.

J. C. McMULLIN, Gen'l Sup't.

Chicago & Northwestern Railroad.



TWO DAILY TRAINS

Are run on each Division of this Road from CHICAGO to all Points
NORTH, NORTHWEST AND WEST.

THE ONLY MAIL ROUTE FROM CHICAGO TO ALL POINTS IN THE NORTHWEST.

Shortest Time to OMAHA, and connecting at that Point with the
UNION PACIFIC RAILROAD, for

DENVER, SALT LAKE, SAN FRANCISCO,

And all Points on the PACIFIC COAST.

PULLMAN PALACE CARS ON ALL NIGHT TRAINS.

BAGGAGE CHECKED TO ALL PRINCIPAL POINTS.

Through Tickets on sale at all the Principal Offices in the United States
and Canadas, and at the Company's Offices,

227 BROADWAY, NEW YORK.

AND SOUTHEAST CORNER LAKE AND CLARK STREETS, CHICAGO.

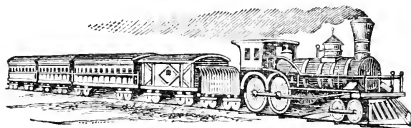
H. P. STANWOOD,

General Ticket Agent.

JOHN C. GAULT,

General Sup't.

Cleveland, Columbus, Cincinnati, and Indianapolis R. R.



IF YOU ARE GOING

NORTH AND EAST,

BUY YOUR TICKETS OVER THE FAVORITE

"BEE LINE,"

FOR SALE

THROUGHOUT THE WEST AND SOUTH.

The Cleveland, Columbus, Cincinnati & Indianapolis Railway, ("Bee Line") extends from Cleveland, O., through Wellington, New London, Shelby, Crestline, Galion, Cardington and Delaware to Columbus, Ohio,—**138 Miles**; from Delaware, Ohio, to Springfield, Ohio,—**50 Miles**; from Crestline, Ohio, through Marion, Bellefontaine and Sydney, Ohio, Union, Muncie and Anderson, Indiana, to Indianapolis, Indiana,—**207 Miles**; **Total, 395 Miles.**

The Indianapolis & St. Louis Railway, extends from Indianapolis, Indiana, through Danville, Green Castle and Terre Haute, Indiana, Charleston, Mattoon, Shelbyville, Pana, Hillsboro', Litchfield, Bunker Hill and Alton, Illinois, to St. Louis, Missouri,—**261 Miles.**

These Two Important Railway Lines run **THREE EXPRESS PASSENGER TRAINS** each way, Daily, with **Direct Connections** to and from Buffalo, Dunkirk, Erie, Cleveland, Crestline, Pittsburgh, Chicago, Columbus, Cincinnati, Indianapolis, Louisville, Terre Haute, Pana, Mattoon, Alton and St. Louis, and through those places with the entire country—

EAST, WEST, NORTH AND SOUTH.

E. S. FLINT,

Gen'l Superintendent,
CLEVELAND, OHIO.

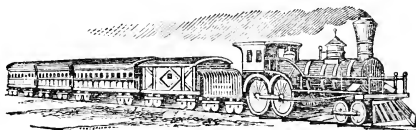
S. F. PIERSON,

General Ticket Agent,
CLEVELAND, OHIO.

E. A. FORD,

Gen'l Pass. Agent,
CLEVELAND, OHIO.

BURLINGTON RAILROAD ROUTE.



THE BURLINGTON & MISSOURI RIVER RAILROAD,

Starting from BURLINGTON, Iowa, is a tree whose trunk forks into three branches, for it has three Western termini, each one of which is the representative of a distinctive class of Business, or separate class of Travel. Its first terminus is at

COUNCIL BLUFFS, OR OMAHA,

where it connects with the Union Pacific Railroad, for all points on the Pacific Roads and Pacific Coast, and it is now generally conceded that this is the best Route to these points. Its next terminus is at

LINCOLN,


the capital of Nebraska, fifty-five miles West of the Missouri River, (crossing the River at Plattsmouth,) opening up a rich country lying South of the Platte, where half a million dollars worth of Railroad Lands were sold last summer, and being indeed the only Direct Route thereto. Its third terminus is at

HAMBURG AND NEBRASKA CITY.

At Hamburg, its Passenger Trains, (two each way, daily,) make close connections with the trains of the

KANSAS CITY & COUNCIL BLUFFS RAILROAD,

for St. Joseph, Leavenworth, Kansas City, and all points in the Territories. In this regard it may be truly said that the passenger travelling from the East to Kansas, via Burlington, obtains advantages that he can find on no other Line, for he not only travels over a First-Class Road, splendidly equipped, where he is sure of safety and comfort while *en route* to his destination, but he has an opportunity of viewing the richest portions of Illinois and Missouri, as well as several hundred thousand acres of Railroad Land in Southwestern Iowa, just now coming into market at low prices and long credit.

 To passengers bound Westward, for any of these points, no better advice can be given than

"TAKE THE BURLINGTON ROUTE."

NORTH MISSOURI RAILROAD.

THE SHORT LINE FROM
ST. LOUIS TO OTTUMWA, KANSAS CITY, ST. JOSEPH
AND COUNCIL BLUFFS, AND ALL POINTS WEST.

EXPRESS TRAINS

LEAVE ST. LOUIS DAILY,
On arrival of TRAINS from the EAST and SOUTH, and from CHICAGO.

CLOSE CONNECTIONS

Made in UNION DEPOT, KANSAS CITY, with all Trains of WESTERN ROADS.

THE ONLY LINE RUNNING THROUGH CARS FROM
St. Louis to Ottumwa, St. Joseph and Council Bluffs.

THE ONLY LINE RUNNING
PULLMAN'S PALACE SLEEPING CARS
FROM ST. LOUIS TO OTTUMWA,
Kansas City, Leavenworth, Atchison, St. Joseph and Council Bluffs,
WITHOUT CHANGE.

Ask for Tickets "Via North Missouri Railroad," which can be had at
all Regular Ticket Offices, and in ST. LOUIS at the Offices of the Company,
113 North Fourth Street, (under the Planters' House,)
AND AT BIDDLE STREET, AND NORTH MARKET STREET DEPOTS.

FARE AS LOW AS BY OTHER ROUTES.

JAMES CHARLTON,
General Passenger and Ticket Agent,
ST. LOUIS.

W. R. ARTHUR,
GENERAL SUPERINTENDENT,
ST. LOUIS.

NORTH MISSOURI RAILROAD.

THE SHORT LINE FROM
SAINT LOUIS
TO
KANSAS, COLORADO AND CALIFORNIA,
IOWA AND NORTH.

A CONTINUOUS ROUTE, UNDER ONE MANAGEMENT, FROM
SAINT LOUIS

To Columbia, Mo., Ottumwa, Iowa, Chillicothe, Mo., Lexington, Mo.,
Kansas City, Mo., and St. Joseph, Mo.

THE GREAT IRON BRIDGE ACROSS THE MISSOURI AT ST. CHARLES

Is now completed, making an unbroken Connection by

THIS SHORT ROUTE FROM
ST. LOUIS TO ALL POINTS WEST AND NORTH.

NO TRANSFERS! NO FERRIES! AND NO CHANGE OF CARS!

65	Miles	the	Shortest	Line	from	St. Louis	to	Macon.
72	"	"	"	"	"	St. Louis	to	Chillicothe.
11	"	"	"	"	"	St. Louis	to	Kansas City.
15	"	"	"	"	"	St. Louis	to	Leavenworth.
10	"	"	"	"	"	St. Louis	to	Atchison.
50	"	"	"	"	"	St. Louis	to	St. Joseph,
								COUNCIL BLUFFS, AND OMAHA.

ONLY THREE CHANGES OF CARS,

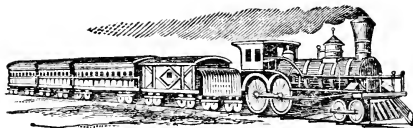
(One at St. LOUIS, one at OMAHA, and one at UNION JUNCTION, CENTRAL AND UNION PACIFIC RAILROADS) between NEW YORK and all important Eastern and Southern Cities and San Francisco, by this Route.

PULLMAN'S PALACE CARS

Run from NEW YORK to ST. LOUIS, ST. LOUIS to OMAHA, and OMAHA to UNION JUNCTION by this Route only.

JAMES CHARLTON,
General Passenger and Ticket Agent,
ST. LOUIS.

W. R. ARTHUR,
General Superintendent,
ST. LOUIS.



PACIFIC RAILROAD OF MISSOURI,

PASSING THROUGH JEFFERSON CITY.

THE DIRECT ROUTE TO

Kansas, Colorado, Utah and California,

CONNECTING WITH THE

KANSAS PACIFIC RAILROAD.

THE ONLY ROAD FROM

ST. LOUIS to ATCHISON and FORT SCOTT,

PASSING THROUGH

KANSAS CITY AND LEAVENWORTH,

WITHOUT CHANGE OF CARS.

Two Daily Trains, Morning and Evening,
LEAVE ST. LOUIS FOR KANSAS CITY, &c.

PALACE SLEEPING CARS ON NIGHT TRAINS.

Ticket Office, 115 North Fourth Street, St. Louis,

AND AT DEPOT, CORNER SEVENTH AND POPLAR.

W. B. HALE,
General Passenger and Ticket Agent.

T. McKISSECK,
General Superintendent.

NEW ROUTE TO CALIFORNIA, VIA KANSAS PACIFIC RAILWAY.

TRAINS LEAVE KANSAS CITY

On arrival of Trains of Hannibal & St. Joseph, North Missouri and Pacific Railroads, as follows:—

Leave Kansas City..	MILES.	11.00 P. M.	9.50 A. M.
" LAWRENCE	38	1.00 A. M.	11.55 "
" TOPEKA	67	2.30 "	1.30 P. M.
" Wamego	104	4.15 "	3.40 "
" Manhattan	118	4.55 "	4.23 "
" Junction City	138	5.50 "	5.23 "
" Abilene	163	6.55 "	6.35 "
" Solomon	173	7.20 "	7.00 "
" Salina	185	8.25 "	8.15 "
" Brookville	200	9.25 "	9.00 "
" Ellsworth	223	10.30 "	.....
" Hays City	289	1.40 P. M.	.....
" Carson	487	11.30 "	.....
" Hugo	534	1.45 A. M.	.....
ARRIVE AT			
DENVER	639	7.00 "	.....
Cheyenne	745	1.20 P. M.	.....
Ogden	1261	1.20 "	.....
San Francisco	2143	6.00 "	.....

Connecting at **Denver** with the **Denver Pacific Railway** for **Cheyenne**, where close Connections are made with the **Union Pacific Railroad** for

OGDEN, SALT LAKE, CORINNE, RENO, BATTLE
MOUNTAIN, ELKO, COLFAX, SACRAMENTO, MARYSVILLE, SAN FRANCISCO,
AND ALL POINTS ON THE PACIFIC COAST.

Making close Connections, Daily, at **DENVER**, for Central City, Georgetown, &c.; at Kit Carson, with *Southern Overland Mail and Express Co.'s Daily Line of Coaches* for Pueblo, Trinidad, Las Vegas, Santa Fé, Las Cruces, and all Points in Southern Colorado, New Mexico and Arizona.

TICKETS FOR SALE AT ALL PRINCIPAL TICKET OFFICES.

PASSENGER AND FREIGHT RATES AS LOW AS BY ANY OTHER ROUTE.

BEVERLY R. KEIM,

Gen'l Ticket Agent.

T. F. OAKES,

Gen'l Freight Agent.

A. ANDERSON,

Gen'l Superintendent.

KANSAS PACIFIC RAILWAY.



RUNNING THROUGH

LAWRENCE, TOPEKA, &c., TO DENVER, COL.,
638 MILES.

FIFTY MILES THE SHORTEST ROUTE
FROM
NEW YORK, PHILADELPHIA,
AND ALL POINTS EAST AND SOUTH
TO DENVER.

NEW ALL RAIL ROUTE TO CALIFORNIA.

CHICAGO TO DENVER WITHOUT CHANGE.

ST. LOUIS TO DENVER WITH ONE CHANGE.

PULLMAN'S PALACE CARS ON ALL THROUGH TRAINS.

The **Kansas Pacific Railway Company** have for Sale
5,000,000 ACRES OF LAND along the Line of this Road, at from \$2 to
\$6 per Acre. For particulars inquire of

J. P. DEVEREUX,

Land Commissioner, Lawrence, Kansas.

1,500,000

ACRES OF LAND

IN

CENTRAL AND SOUTHWEST MISSOURI,

Offered for Cash, or on Seven Years Credit, at

FROM \$3.00 TO \$45.00 PER ACRE,

—BY THE—

ATLANTIC & PACIFIC RAILROAD COMPANY,

EMBRACING THE

SOUTH PACIFIC RAILROAD.

The State of Missouri, more than any other in the Union, contains the materials that constitute wealth. It is one-and-a-half times the size of the State of New York, and more than eight times that of Massachusetts. It is in the centre of the Mississippi Valley, near the heart of the Continent, and its metropolis, **St. Louis**, naturally, the half-way station between the Oceans.

The Climate is the golden mean of the Temperate Zone ; its salubrity is proverbial—especially in the centre and southwestern portions—where the elevation above the ocean produces all the vitality of a more Northern latitude, while none of the Southern advantages are lost. Consumption and asthmatic complaints seldom or never originate here, but are often cured by this climate.

The Easterly portions of the State, through which the Railroad passes, including the Ozark range of hills, is broken, but of good soil, and has many excellent farms in the valleys, with extensive ranges for flocks and herds upon the higher land. This extends over 100 miles from St. Louis, when small prairies and a smoother country begin to appear.

The Central and Southwestern portion of the State, extending about 150 miles, easterly and westerly, cannot be excelled in beauty and fertility. The

dead level of trackless prairies is not found here, nor stagnant creeks and muddy pools. Instead of these are hill and dale and rolling prairies, frequent streams, and rapidly running water, over rocky bottoms, with numerous waterfalls and springs of clear, pure water.

The principal productions are corn, wheat, rye, barley, oats, flax, hemp, sorghum, tobacco, cotton, vegetables, and an abundance of all kinds of fruit.

The Southwestern portion of the State, with its mild Winters, late Falls, and early Springs, is peculiarly adapted to Stock-Raising of all kinds; blue grass grows spontaneously, and all tame grasses rapidly, and in abundance. By the aid of the Railroad, cattle in the Western counties are now worth within four dollars a head of what they are worth in St. Louis.

The production of wool is large, and increasing with marked rapidity. Woolen factories would be a profitable investment upon the water powers now unoccupied.

Missouri can challenge the World in variety, value, and extent of mineral wealth. A long catalogue would alone suffice to enumerate the different metals. They pervade more or less the whole State.


Timber is abundant, and so accessible as not to be extremely costly at any point.

As to Schools, few States are more awake than Missouri, and none more amply supplied with pecuniary provisions.

HOW TO REACH THESE LANDS.

From St. Louis, Southwest Missouri and the Lands offered for Sale, may be reached by the ATLANTIC and PACIFIC, otherwise called the

SOUTH PACIFIC RAILROAD.

 All Station Agents on the Road are authorized to show the Company's Lands. At St. Louis, Descriptive Pamphlets and all needed Information can be obtained at the Land Office, or received elsewhere, upon request, in letters addressed to

AMOS TUCK,

Land Commissioner, Atlantic & Pacific Railroad Co.,

523 Walnut Street,

SAINT LOUIS, Mo.

The Union and Central Pacific R. R. Line

FORMS DIRECT CONNECTION AT



WITH EVERY RAILROAD IN THE UNITED STATES AND CANADAS
VIA

Chicago, Rock Island and Pacific R. R.

Chicago and Northwestern R. R.

**Kansas City, St. Joseph and Council Bluffs R. R.
and Burlington and Missouri River R. R.**

WITH THEIR CONNECTIONS

Forming a Through Line of Travel from the Atlantic to the Pacific Ocean.


Passengers will choose their own Route and all Connecting
Lines will receive impartial representation.

ALL FIRST-CLASS PASSENGER TRAINS

ARE ACCOMPANIED BY


Palace Drawing-Room and Sleeping Cars.

Fare \$2.00 Each Day and Each Night.

 Sleeping Berths or Sections can be secured upon application to the Sleeping Car Conductor on the Train, at the Railroad Ticket Offices, or by Telegraph, to

L. M. BENNETT,

General Superintendent Pullman Pacific Car Company, Omaha.

 Conductors on this Line are instructed to Telegraph for Sleeping Berths for Passengers, by any Route they may choose, **FREE OF EXPENSE.**

DENVER PACIFIC RAILROAD

FORMING A JUNCTION WITH THE

Union Pacific Railroad

AT

CHEYENNE,

IS NOW OPEN, AND TRAINS RUN REGULARLY IN CONNECTION WITH TRAINS
ON THE U. P. R. R. AT

Cheyenne, for Denver, Santa Fé,

AND ALL POINTS IN

COLORADO AND NEW MEXICO.

ONLY 110 MILES FROM CHEYENNE TO DENVER.

The Road runs along the Platte River at the base of the Mountains, which furnish the grandest scenery on the Continent. LONG'S PEAK and PIKE'S PEAK, 65 miles off the Line, seen so distinctly through the clear atmosphere of these mountain districts, appear to be not ten miles away.

From DENVER, as a centre, the Tourist is able to reach all the Interesting Points in the interior by easy and short journeys by

Colorado Central R. R. and Fast Stages.

Visiting the Mountain Towns, CENTRAL CITY, GEORGETOWN, and also the magnificent NATURAL PARKS, so often described by travellers and writers, who count among the Wonders of the World, the GREAT NORTH PARK, MIDDLE PARK, CENTRAL PARK, SAN LUIS PARK, GARDEN OF THE GODS, and numberless smaller Natural Parks, filled with game, trout streams, medicinal springs, natural groves and pastures,—presenting the richest and most varied scenery. The high-lying valleys of Colorado having an altitude of 4,000 to 6,000 feet afford a climate unexcelled even by Italy, either for a summer or winter residence. This promises to be one of the most attractive districts for Tourists.

Passengers on the U. P. R. R. having Through Tickets, can, on application to the Conductor, stop over at Cheyenne and visit this delightful country.

Passengers or Emigrants wishing to go only to Points in Colorado or New Mexico, should purchase Through Tickets, via OMAHA and CHEYENNE.

The Utah Central Railroad

FORMING A JUNCTION WITH THE

UNION PACIFIC RAILROAD

AT

OGDEN,

IS NOW COMPLETED AND THREE DAILY TRAINS RUN REGULARLY BETWEEN

OGDEN AND SALT LAKE CITY,

ON THE

GREAT SALT LAKE.

Passengers have now the opportunity to visit that
INTERESTING COUNTRY,
Without, as formerly, enduring a tedious Stage ride.

Only 37 Miles from Ogden to Salt Lake City.

Fare \$2.00—Time 2 Hours.

Route through Magnificent Scenery and over a good Railroad.

THROUGH PASSENGERS are allowed to stop over at OGDEN for rest, and to make this delightful Excursion to the Capital of Utah, which is the principal city in this great interior country.

THE MOST COMFORTABLE ACCOMMODATIONS

Are Furnished by the Hotels at Salt Lake, FOR TOURISTS,

As well as for those who wish to make a longer stay in this Curious and
Interesting Locality.

THE MEDICINAL WATERS AND HOT SPRING BATHS OF THIS NEIGHBORHOOD

Are a great attraction to Pleasure-Seekers as well as to Invalids.

 The Finest Fruits Grow in Profusion in this Highly Cultivated Valley.

NORTHERN PACIFIC RAILROAD.

NEW 7-30 GOLD LOAN

OF THE ABOVE COMPANY

SECURED BY FIRST MORTGAGE ON RAILROAD AND LAND GRANT.

Safe! Profitable! Permanent!

We offer for sale, at Par and accrued Interest,

THE FIRST MORTGAGE LAND GRANT GOLD BONDS OF THE NORTHERN
PACIFIC RAILROAD COMPANY.

THEY ARE FREE FROM UNITED STATES TAX, AND ARE ISSUED OF THE
FOLLOWING DENOMINATIONS:

Coupons, \$100, \$500, and \$1000; Registered, \$100, \$500, \$1000, \$5000, and \$10,000.

WITH the same entire confidence with which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these **Northern Pacific Railroad Bonds** to our friends and the general public.

GOLD PAYMENT.—Both principal and interest are payable in American gold coin, at the office of JAY COOKE & Co., New York City,—the principal at the end of 30 years, and the interest (at the rate of seven

and three-tenths per cent. per annum) half-yearly, first of January and July.

PERFECT SAFETY.—The Bonds we are now selling, are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:—

1. Over Two Thousand Miles of Road, with rolling stock, buildings, and all other equipments.

2. Over Twenty-two Thousand Acres of Land to every mile of finished road. This land,—agricultural, timbered and mineral,—amounting in all to more than Fifty Million Acres, consists of alternate sections, reaching twenty to forty miles on each side of the Track, and extending in a broad fertile belt from Wisconsin through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

While the Government does not directly guarantee the Bonds of the Road, it thus amply provides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great National improvement.

THE MORTGAGE.—The Trustees under the Mortgage, are Messrs. Jay Cooke of Philadelphia, and J. Edgar Thompson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interests of the First Mortgage bond-holders, and are required to see that the *proceeds of land sales* are used in *purchasing and canceling the Bonds of the Company*, if they can be bought before maturity at not more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States Bonds or Real Estate Mortgages for further security of Northern Pacific bond-holders. Also, that they have at all times in their control, as security, at least 500 acres of average

land to every \$1,000 of outstanding First Mortgage Bonds, besides the Railroad itself, and all its equipments and franchises.

PROFITABLENESS.—Of course nothing can be safer than the Bonds of the United States, but as the Government is no longer a borrower, and as the Nation's present work is not that of preserving its existence, but that of **DEVELOPING A CONTINENT**, we remind those who desire to increase their income and obtain a more permanent investment, while still having a perfectly reliable security, that:—

United States 5-20's at their average premium yield the present purchaser less than $5\frac{1}{2}$ per cent. gold interest. Should they be redeemed in five years, and specie payments be resumed, they would really pay only $4\frac{3}{8}$ per cent., or if in three years, only $3\frac{1}{2}$ per cent., as the present premium would meanwhile be sunk.

Northern Pacific 7-30's, selling at par in currency, yield the investor $7\frac{3}{10}$ per cent. gold interest, absolutely, for thirty years, *free from United States tax*. \$1,100 currency, invested now in United States 5-20's, will yield per year in gold, say, \$62.00. \$1,100 currency, invested now in Northern Pacific 7-30's, will yield per year in gold, \$80.30. Here is a difference in *annual income* of nearly *one-third*, besides a difference of 7 to 10 per cent. in principal, when both classes of Bonds are redeemed.

THE ROAD NOW BUILDING.—

Work was begun in July last on the eastern portion of the Line, and the money provided, by the sale to stockholders of some six millions of the Company's Bonds, to build and equip the Road from Lake Superior across Minnesota to the Red River of the North—233 miles. The grading on this division is now well advanced, the iron is being rapidly laid; several thousand men are at work on the Line, and about the first of August next this important section of the Road will be in full operation. In the meantime, orders have been sent to the Pacific coast for the commencement of the work on the western end, in early spring, and thereafter the work will be pushed, both eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

RECEIVABLE FOR LANDS.—

These Bonds will be at all times receivable, at 1.10, in payment for the Company's lands, at their lowest cash price.

BONDS EXCHANGEABLE.—

The registered bonds can be exchanged at any time for coupons, the coupons for registered, and both these can be exchanged for others, payable—principal and interest—at any of the principal financial centres of Europe, in the coin of the various European countries.

HOW TO GET THEM.—

Your nearest bank or banker will supply these Bonds in any desired amount, and of any needed denomination. Persons wishing to exchange stocks or other bonds for these, can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks, may send money, or other Bonds, directly to us by express, and we will send back Northern Pacific Bonds at our own risk, and without cost to the investor. For further information, pamphlets, maps, etc., call on, or address the undersigned, or any of the banks or bankers employed to sell this Loan.

FOR SALE BY

JAY COOKE & CO.,

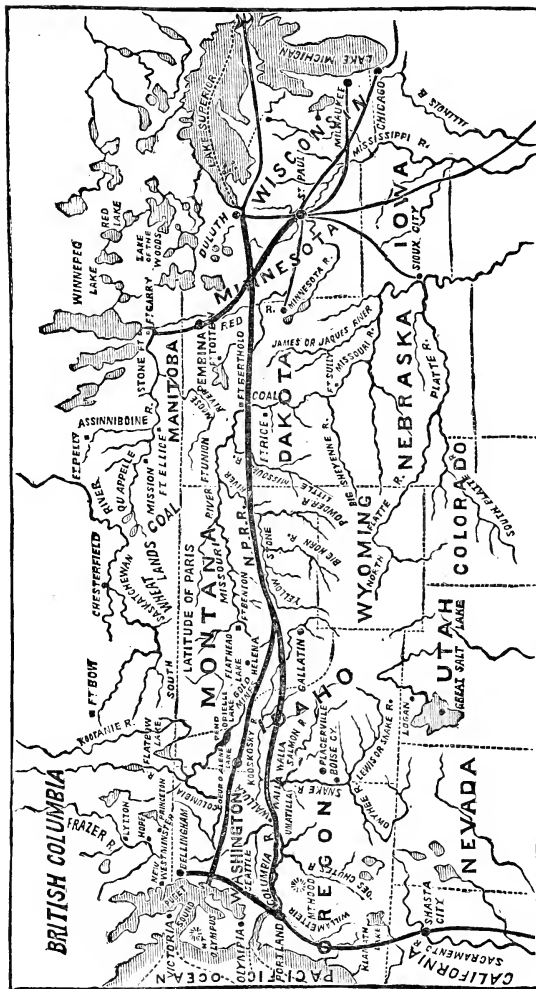
Fiscal Agents Northern Pacific Railroad Co.,

114 South Third St.,
PHILADELPHIA.

Cor. Nassau and Wall Sts.,
NEW YORK.

452 Fifteenth Street,
WASHINGTON, D.C.

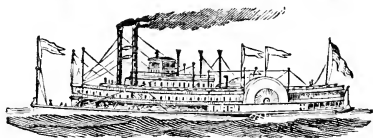
By National Banks, and by Brokers generally throughout the Country.



MAP showing the Route of the NORTHERN PACIFIC RAILROAD
and its CONNECTIONS.

TO SEEKERS OF HEALTH AND PLEASURE.

Grand Pleasure Excursion for the Season of 1871



—FROM—

**BUFFALO, ERIE, CLEVELAND AND DETROIT,
TO DULUTH AND ST. PAUL,
PASSING THROUGH
LAKES HURON AND SUPERIOR.
To CONTINUE DURING THE SUMMER MONTHS.**

A Daily Line of STEAMERS will run from Buffalo, Erie, &c., to Saut Ste. Marie, Marquette and Duluth,—Connecting with Cars on the Lake Superior & Mississippi Railroad, running to St. Paul, Minn.

FROM St. Paul Steamers run Daily on the Mississippi River, during the season of Navigation, to La Crosse, Prairie du Chien, Dubuque and St. Louis,—Connecting with the Lines of Railroad running to Milwaukee, Chicago and Detroit,—thus furnishing a ROUND TRIP of over *two thousand miles*, by land and water, through one of the most healthy and interesting regions on the Continent.

NEW ORLEANS TO QUEBEC, VIA ST. PAUL AND DULUTH.

This New and HEALTH-RESTORING LINE OF TRAVEL, by means of the Lake Superior & Mississippi Railroad, 155 miles in length, Connects the waters of the Great Lakes of America with the noble Mississippi River at the head of Navigation,—thus affording an extended EXCURSION of over *three thousand five hundred miles*, from NEW ORLEANS to QUEBEC, Can.,—passing up the MISSISSIPPI and through the GREAT LAKES to the FALLS OF NIAGARA, the THOUSAND ISLANDS, and the RAPIDS of the ST. LAWRENCE—forming altogether the

GRANDEST EXCURSION IN THE WORLD.

GRAND EXCURSION.

STOPPING PLACES and OBJECTS OF INTEREST IN THE ROUND TRIP FROM
BUFFALO TO DULUTH, ST. PAUL, &c.

DISTANCES

PORTS, ETC.	MILES.	PORTS, ETC.	MILES.
BUFFALO, N. Y.	0	Ontonagon	60 1,066
DUNKIRK	42	LA POINTE, Wis.	80 1,146
ERIE, Pa.	48 90	Bayfield	3 1,149
ASHTABULA, Ohio	41 131	SUPERIOR CITY	80 1,229
CLEVELAND, Ohio	54 185	DULUTH, Minn.	6 1,235
MALDEN, Can.	100 285	Lake Superior & Mississippi Railroad.	
DETROIT, Mich.	20 305	FOND DU LAC	16 1,251
Lake St. Clair	7 312	(Dalles of the St. Louis River.)	
Port Huron	68 380	Thomson	8 1,259
Point au Barque and Light	70 450	June, Northern Pacific R. R.	1 1,260
Thunder Bay and Light	75 525	Hinckley	53 1,313
De Tour, Mich.	85 610	White Bear Lake	65 1,378
CHURCH'S LANDING	41 651	ST. PAUL	12 1,390
Saut Ste. Marie	14 665	Lake Pepin	66 1,456
White Fish Point and Light	40 705	LAKE CITY	25 1,481
Pictured Rocks	80 785	Winona	75 1,556
MARQUETTE	50 835	La Crosse, Wis.	40 1,596
Portage Entry	80 915	Prairie du Chien	84 1,670
(HOUGHTON, 14 Miles.)		DUBUQUE opp. Dunleith	70 1,740
Keweenaw Point	50 965	Freeport, Ill.	68 1,808
COPPER HARBOR	15 980	CHICAGO	121 1,929
EAGLE HARBOR	16 996	MICHIGAN CITY, Ind.	55 1,984
EAGLE RIVER	10 1,006	DETROIT	229 2,213

STEAMBOAT AND RAILROAD ROUTES CONNECTING THE UPPER LAKES WITH THE MISSISSIPPI RIVER.

This GRAND EXCURSION embraces 1,585 Miles of Lake and River Navigation and 628 Miles Railroad Travel.

RETURNING VIA THE MISSISSIPPI RIVER TO DUBUQUE.

RAILROAD CONNECTIONS, &c.

From MARQUETTE the *Peninsula Division* of the *Chicago & Northwestern Railroad* convey Passengers, via Green Bay, to CHICAGO, ST. LOUIS, &c.

From DULUTH the *Northern Pacific Railroad* will convey Passengers to the Mississippi River, 100 miles, there Connecting with a Steamer on the Upper Mississippi, above the Falls of St. Anthony,—making another GRAND EXCURSION of great interest,—ascending the Mississippi to Pocagoma Falls, or descending to the Falls of St. Anthony.

Usual Through Fare \$64, from which a deduction will be made for Through Tickets, embracing the ROUND TRIP during the Season of 1871.

DISTANCES FROM EASTERN CITIES TO PORTS ON LAKE ERIE.

CITIES, ETC.	MILES.
Philadelphia to Cleveland, Ohio , via Pennsylvania Central Railroad.....	505
Philadelphia to Erie, Pa. , via Philadelphia & Erie Railroad.....	451
New York to Erie, Pa. , via Catawissa Route.....	486
New York to Cleveland, Ohio , via Allentown Route.....	581
New York to Buffalo , via Erie Railway.....	423
New York to Buffalo , via New York Central Railroad.....	413
Boston to Buffalo , via Boston & Albany R. R. and New York Central R. R.....	498

MICHIGAN EXCHANGE,



JEFFERSON AVENUE, DETROIT, MICHIGAN.

EDWARD LYON,
FARNHAM LYON, } Proprietors.

This is a large and well-kept **HOTEL**, situated near the Steamboat Landings.

AMERICAN HOTEL,

Chestnut Street,

OPPOSITE OLD INDEPENDENCE HALL,

PHILADELPHIA.

S. M. HEULINGS,

PROPRIETOR.

*Carriages run from the Hotel
to the Railroad Depots.*

EVERETT HOUSE,

Fourth Street,

SAINT LOUIS,

MISSOURI.

*This HOTEL extends from
Olive to Locust Street, and is
centrally located near the Post
Office and Places of Amusement.*

SHERMAN HOUSE,



CHICAGO, ILLINOIS.

This HOTEL is centrally located on the corner of Clark and Randolph Streets, opposite Court House Square; was built, in 1860, of Athens Marble, and has all the modern improvements, including a **Passenger Elevator** to convey the guests to and from the several stories of the house. In fact, it is in every particular, as **COMPLETE AND MAGNIFICENT AN ESTABLISHMENT** as there is in the United States.

D. A. GAGE,	J. A. RICE,	} Proprietors.
G. W. GAGE,	H. WALTERS,	

TREMONT HOUSE,



CHICAGO, ILL.,

Situated on corner of Lake and Dearborn Streets.

RE-BUILT, re-modelled, handsomely and richly re-furnished in 1867 and 1868. Has had all the modern improvements introduced, including one of

ATWOOD'S VERTICAL RAILWAY ELEVATORS,

for conveying guests to the different floors. Suites of rooms, baths and water connected, and is one of the largest and best appointed Hotels in the West.

JOHN B. DRAKE, Proprietor.

W. FELT, late of Lindell Hotel. }
SAMUEL M. TURNER. }

SOUTHERN HOTEL,

ST. LOUIS, MISSOURI.



The Only First-Class Hotel in the City.

Its Tables are at all times supplied in great abundance with the best the market affords. Its Large and Elegant Furnished Parlors, Long and Wide Corridors, and Comfortably Outfitted Chambers and Rooms ensue, make it the Most Desirable House in the city for Strangers and Families.

N.B.—This Hotel DOES NOT EMPLOY RUNNERS, and travellers are warned against the representations of those sent out by other Hotels.

Western Union Telegraph and General Railroad and Steamboat Office in the Hotel.

LAVEILLE, WARNER & CO., Propr's.

AMERICAN LIFE INSURANCE COMPANY OF PHILADELPHIA.

ALEX. WHILLDIN, }
President.

ORGANIZED, 1850.

{ JOHN S. WILSON,
Secretary.

LOSSES PAID PROMPTLY.



CHARTER PERPETUAL.

BOARD OF TRUSTEES.

HON. JAMES POLLOCK, . . . Ex-Gov. of Penna., Director U. S. Mint.
J. EDGAR THOMSON, . . . President Pennsylvania R. R., 238 South Third St.
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Agencies in all the Principal Towns of the United States.

GREAT LAKES OF AMERICA
AND THE
Valley of the Upper Mississippi;
GIVING A DESCRIPTION OF
THE OBJECTS OF INTEREST AND PLACES OF RESORT
IN THE
HEALTH-RESTORING REGION
SURROUNDING
LAKE SUPERIOR AND THE UPPER MISSISSIPPI;

FORMING ALTOGETHER A
COMPLETE GUIDE TO SEEKERS OF HEALTH AND PLEASURE,
WITH MAPS AND EMBELLISHMENTS.

COMPILED BY J. DISTURNELL,
AUTHOR OF THE "INFLUENCE OF CLIMATE IN NORTH AND SOUTH AMERICA," ETC.

The great event of the completion of the Railroad between ST. PAUL and DULUTH, Minn., (finished in August, 1870,) connecting the navigable waters of the Mississippi River and Lake Superior, renders the appearance of this volume one of deep interest to the Travelling Public seeking Health and Pleasure—forming altogether a Complete Guide through the GREAT LAKES and the VALLEY OF THE UPPER MISSISSIPPI, from ST. LOUIS to the FALLS OF NIAGARA.

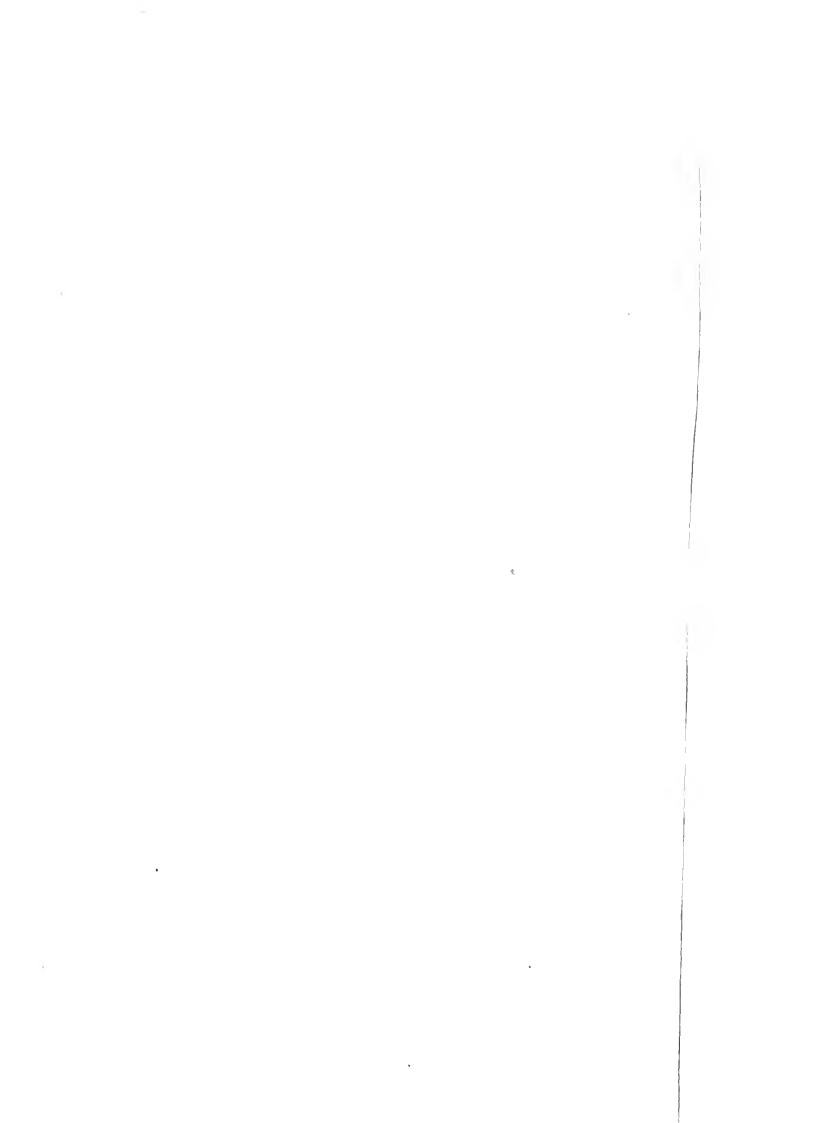
Also, the Railroad and Steamboat Route from Chicago to Lake Superior, and the Northern Pacific Railroad Route from Duluth to the Red River of the North.

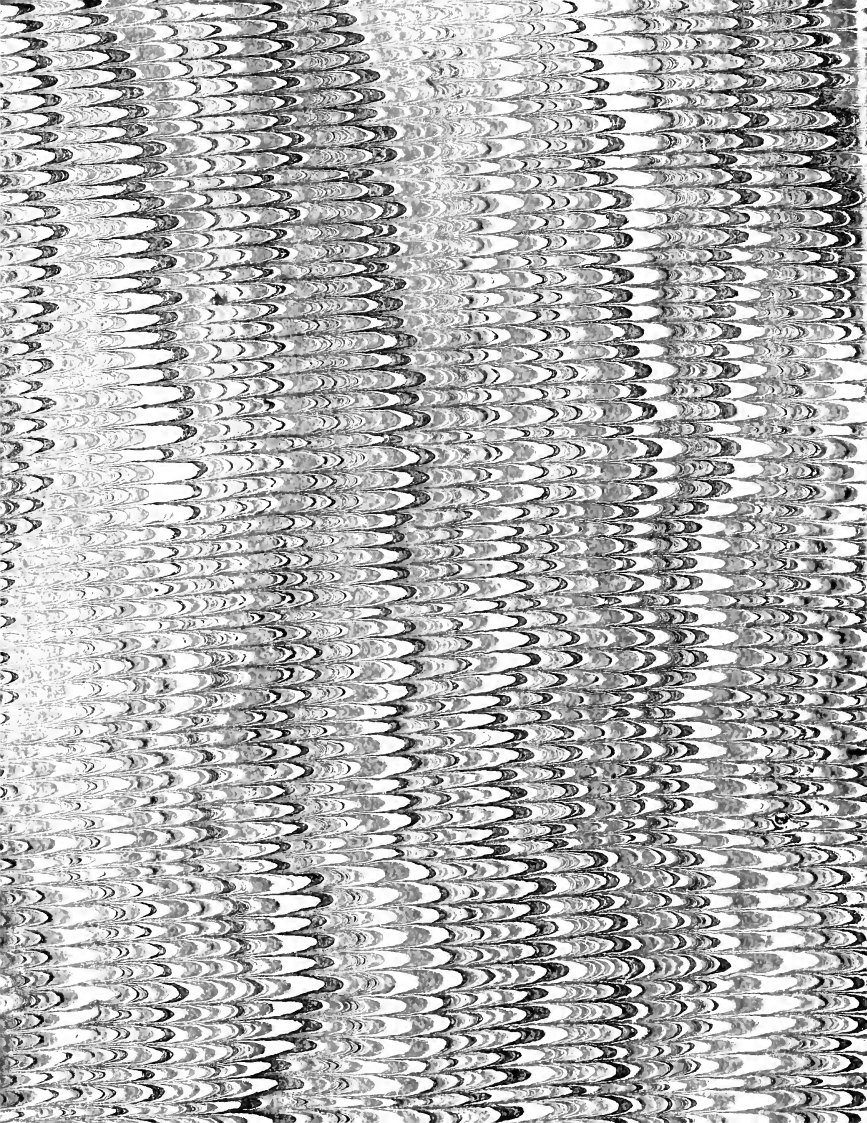
CONDITIONS, ETC.

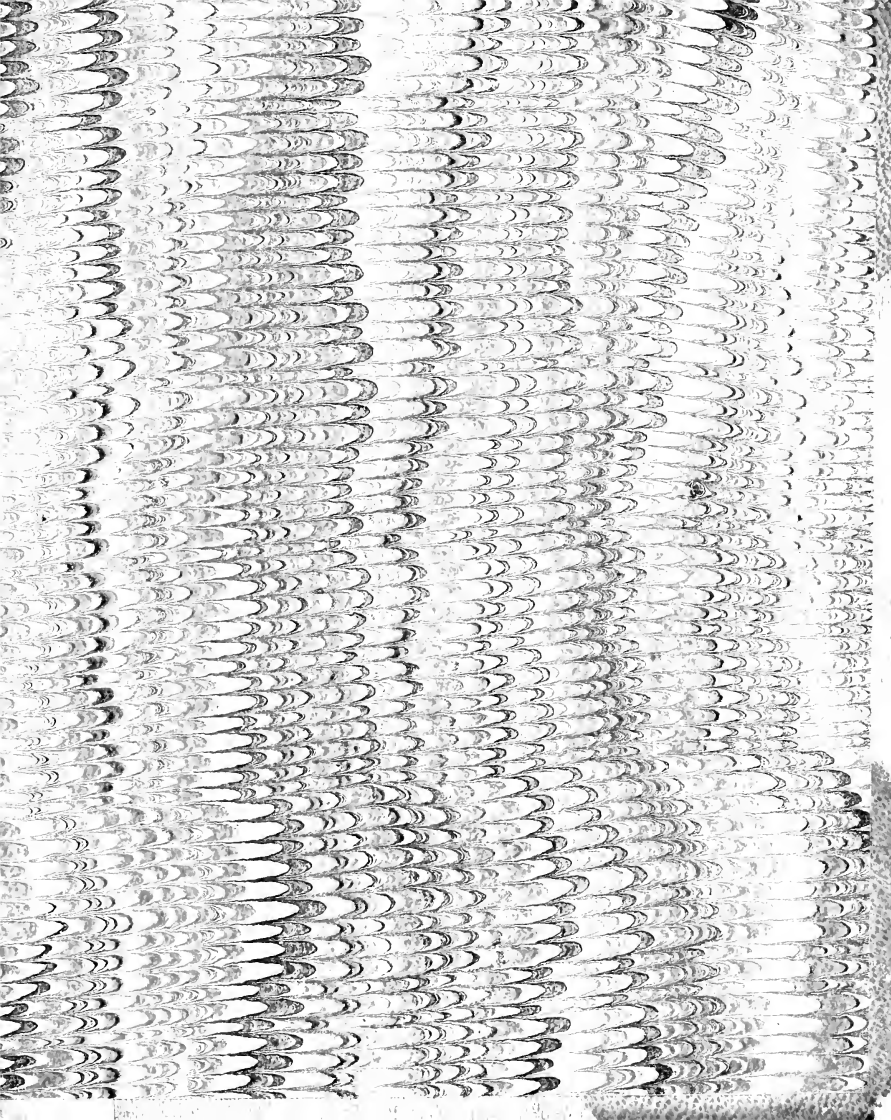
A NEW EDITION OF THE ABOVE WORK will be issued in June, 1871, and include the Railroad and Steamboat Arrangements for the Season, Tables of Distances, &c. It will be comprised in about 250 pages, 16mo., and neatly bound in Muslin. Price, \$2.00.

ADVERTISEMENTS INSERTED ON REASONABLE TERMS.

NEW YORK, March, 1871.







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